

APR 2013

METRO OPERATIONS
MONTHLY PERFORMANCE
REPORT



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Metro Bus Systemwide and Division Scorecard Overview

Metro Bus has eleven Metro operating divisions: Division 1 and 2, both operating out of the downtown Los Angeles area; Division 3 in Cypress Park; Arthur Winston Division 5 in South Los Angeles; Division 6 in Venice; Division 7 in West Hollywood; Division 8 in Chatsworth; Division 9 in El Monte; Division 10 in Los Angeles, near the Gateway building; Division 15 in Sun Valley; and Division 18 in Carson. Metro Bus systemwide is responsible for the operation of approximately 2,490 Metro buses and 144 Metro Bus lines carrying nearly 373.1 million boarding passengers each year. Metro bus also operates the successful Orange Line.

This report gives a brief overview of Systemwide and Division operations:

- * Mean Miles Between Mechanical Failures Requiring Bus Exchange (MMBMF).
- * Mean Miles Between Total Road Calls (MMBTRC).
- * In-Service On-Time Performance.
- * Traffic Accidents per 100,000 Hub Miles.
- * Complaints per 100,000 Boardings.
- * New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours.

| Measurement | FY10 | FY11 | FY12 | FY13 Target | FY13 YTD | FYTD Status | Feb Month | Mar Month | Apr Month |
|---|--------|--------|--------|-------------|----------|--|-----------|-----------|-----------|
| Bus Systemwide | | | | | | | | | |
| Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) | 3,222 | 3,523 | 3,759 | 3,900 | 3,808 | ◊ | 4,116 | 3,862 | 4,242 |
| No. of unaddressed road calls | 305 | 125 | 47 | | 15 | | 0 | 1 | 1 |
| Mean Miles Between Total Road Calls (MMBTRC) ** | 1,566 | 2,052 | 2,292 | 2,400 | 2,430 | ● | 2,534 | 2,552 | 2,689 |
| In-Service On-time Performance *** | 72.33% | 75.17% | 76.54% | 80.00% | 76.01% | ◊ | 75.24% | 75.60% | 76.17% |
| Bus Traffic Accidents Per 100,000 Miles * | 3.08 | 3.23 | 3.72 | 3.10 | 3.63 | ◊ | 3.77 | 3.61 | 3.84 |
| Number of "482 alleged accidents" | 245 | 232 | 248 | | 169 | | 10 | 14 | 14 |
| Complaints per 100,000 Boardings | 2.61 | 2.53 | 3.14 | 2.20 | 3.18 | ■ | 3.02 | 3.03 | 2.99 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 10.36 | 13.43 | 14.72 | 13.25 | 15.16 | ◊ | 13.82 | 15.38 | 16.41 |
| * Data reflects updated data for each month. | | | | | | W.C. now reflects current month's data. No data lag. | | | |
| Division 1 | | | | | | | | | |
| MMBMF | 2,831 | 2,609 | 3,143 | 3,900 | 3,507 | ◊ | 4,112 | 3,187 | 4,161 |
| No. of unaddressed road calls | 36 | 3 | 1 | | 0 | | 0 | 0 | 0 |
| MMBTRC | 1,354 | 1,540 | 1,823 | 2,400 | 1,895 | ◊ | 2,161 | 1,862 | 2,129 |
| In-Service On-time Performance | 76.61% | 78.85% | 80.10% | 80.00% | 79.93% | ● | 79.14% | 78.45% | 79.40% |
| Bus Traffic Accidents Per 100,000 Miles * | 3.07 | 3.42 | 3.77 | 3.24 | 3.68 | ◊ | 3.88 | 3.59 | 3.12 |
| Number of "482 alleged accidents" | 49 | 30 | 19 | | 18 | | 3 | 1 | 1 |
| Complaints per 100,000 Boardings | 1.89 | 1.85 | 2.09 | 1.44 | 2.34 | ■ | 2.21 | 2.21 | 2.19 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 12.52 | 14.10 | 13.98 | 13.25 | 14.92 | ◊ | 13.99 | 15.90 | 14.52 |
| * Data reflects updated data for each month. | | | | | | W.C. now reflects current month's data. No data lag. | | | |
| Division 2 | | | | | | | | | |
| MMBMF | 2,714 | 3,378 | 3,280 | 3,900 | 2,926 | ◊ | 3,253 | 3,379 | 3,209 |
| No. of unaddressed road calls | 29 | 8 | 6 | | 8 | | 0 | 0 | 0 |
| MMBTRC | 1,475 | 1,721 | 1,834 | 2,400 | 1,858 | ◊ | 1,848 | 2,106 | 1,963 |
| In-Service On-time Performance | 77.24% | 73.89% | 74.22% | 80.00% | 74.01% | ◊ | 72.29% | 74.27% | 74.82% |
| Bus Traffic Accidents Per 100,000 Miles * | 3.16 | 3.56 | 4.33 | 3.76 | 4.26 | ◊ | 4.10 | 3.65 | 5.97 |
| Number of "482 alleged accidents" | 23 | 21 | 25 | | 14 | | 0 | 1 | 2 |
| Complaints per 100,000 Boardings | 1.87 | 2.02 | 2.28 | 1.61 | 2.09 | ◊ | 1.74 | 2.38 | 2.03 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 12.93 | 16.86 | 14.34 | 13.25 | 18.56 | ◊ | 28.04 | 29.06 | 27.88 |
| * Data reflects updated data for each month. | | | | | | W.C. now reflects current month's data. No data lag. | | | |

| Measurement | FY10 | FY11 | FY12 | FY13 Target | FY13 YTD | FYTD Status | Feb Month | Mar Month | Apr Month |
|---|--------|--------|--------|-------------|----------|--|-----------|-----------|-----------|
| Division 3 | | | | | | | | | |
| MMBMF | 2,770 | 2,909 | 2,975 | 3,900 | 3,344 | ◇ | 4,055 | 3,334 | 3,614 |
| No. of unaddressed road calls | 24 | 7 | 2 | 3,900 | 2 | ◇ | 0 | 0 | 1 |
| MMBTRC | 1,555 | 1,967 | 2,195 | 2,400 | 2,483 | ● | 2,945 | 2,619 | 2,727 |
| In-Service On-time Performance | 76.81% | 77.71% | 77.83% | 80.00% | 76.24% | ◇ | 75.55% | 75.25% | 75.10% |
| Bus Traffic Accidents Per 100,000 Miles * | 3.39 | 3.28 | 3.27 | 2.81 | 3.87 | ◇ | 2.86 | 4.75 | 4.17 |
| Number of "482 alleged accidents" | 0 | 0 | 26 | 2.81 | 23 | ◇ | 2 | 1 | 2 |
| Complaints per 100,000 Boardings | 2.65 | 2.51 | 3.14 | 2.16 | 3.29 | ■ | 3.50 | 3.02 | 3.86 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 8.84 | 11.61 | 14.38 | 13.25 | 12.12 | ● | 17.80 | 11.06 | 12.34 |
| * Data reflects updated data for each month. | | | | | | W.C. now reflects current month's data. No data laa. | | | |
| Division 5 | | | | | | | | | |
| MMBMF | 3,493 | 3,643 | 3,141 | 3,900 | 3,300 | ◇ | 3,503 | 3,804 | 4,104 |
| No. of unaddressed road calls | 4 | 2 | 2 | 3,900 | 0 | ◇ | 0 | 0 | 0 |
| MMBTRC | 1,712 | 2,053 | 1,771 | 2,400 | 2,156 | ◇ | 2,406 | 2,379 | 2,399 |
| In-Service On-time Performance | 67.82% | 74.63% | 78.30% | 80.00% | 75.99% | ◇ | 73.97% | 74.82% | 76.28% |
| Bus Traffic Accidents Per 100,000 Miles * | 4.44 | 4.42 | 5.64 | 4.20 | 4.55 | ◇ | 5.83 | 4.83 | 3.07 |
| Number of "482 alleged accidents" | 30 | 24 | 28 | 4.20 | 29 | ◇ | 0 | 1 | 1 |
| Complaints per 100,000 Boardings | 1.90 | 1.84 | 2.00 | 1.41 | 2.49 | ■ | 2.45 | 2.49 | 3.03 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 14.78 | 12.43 | 13.50 | 13.25 | 21.57 | ■ | 11.60 | 24.83 | 11.92 |
| * Data reflects updated data for each month. | | | | | | W.C. now reflects current month's data. No data laa. | | | |
| Division 6 | | | | | | | | | |
| MMBMF | 7,816 | 11,021 | 12,999 | 3,900 | 12,736 | ● | 12,508 | 11,642 | 8,806 |
| No. of unaddressed road calls | 8 | 1 | 0 | 3,900 | 0 | ● | 0 | 0 | 0 |
| MMBTRC | 2,172 | 3,008 | 3,849 | 2,400 | 4,117 | ● | 3,368 | 4,234 | 3,340 |
| In-Service On-time Performance | 68.27% | 69.28% | 78.44% | 80.00% | 75.66% | ◇ | 78.43% | 76.87% | 76.88% |
| Bus Traffic Accidents Per 100,000 Miles * | 5.01 | 5.06 | 7.54 | 4.20 | 7.12 | ■ | 7.99 | 8.59 | 7.23 |
| Number of "482 alleged accidents" | 4 | 7 | 3 | 4.20 | 1 | ■ | 0 | 0 | 1 |
| Complaints per 100,000 Boardings | 2.86 | 3.17 | 2.52 | 1.57 | 2.53 | ■ | 4.14 | 3.22 | 2.03 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 5.95 | 8.26 | 9.69 | 13.25 | 14.23 | ◇ | 0.00 | 0.00 | 37.62 |
| * Data reflects updated data for each month. | | | | | | W.C. now reflects current month's data. No data laa. | | | |
| Division 7 | | | | | | | | | |
| MMBMF | 2,997 | 3,106 | 3,611 | 3,900 | 3,398 | ◇ | 3,622 | 3,449 | 4,129 |
| No. of unaddressed road calls | 101 | 18 | 6 | 3,900 | 0 | ◇ | 0 | 0 | 0 |
| MMBTRC | 1,217 | 1,644 | 1,859 | 2,400 | 1,972 | ◇ | 1,915 | 2,120 | 2,219 |
| In-Service On-time Performance | 68.38% | 72.47% | 73.15% | 80.00% | 72.35% | ◇ | 70.91% | 70.90% | 71.59% |
| Bus Traffic Accidents Per 100,000 Miles * | 3.55 | 3.85 | 4.32 | 3.44 | 3.92 | ◇ | 2.54 | 3.75 | 4.40 |
| Number of "482 alleged accidents" | 52 | 47 | 48 | 3.44 | 24 | ◇ | 2 | 4 | 4 |
| Complaints per 100,000 Boardings | 2.56 | 2.40 | 3.28 | 2.30 | 3.10 | ◇ | 3.69 | 2.90 | 3.05 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 9.64 | 13.04 | 11.53 | 13.25 | 9.80 | ● | 9.41 | 10.92 | 9.49 |
| * Data reflects updated data for each month. | | | | | | W.C. now reflects current month's data. No data laa. | | | |
| Division 8 | | | | | | | | | |
| MMBCMF | 4,596 | 6,600 | 6,518 | 3,900 | 6,100 | ● | 6,485 | 5,157 | 7,696 |
| No. of unaddressed road calls | 0 | 0 | 2 | 3,900 | 2 | ● | 0 | 1 | 0 |
| MMBTRC | 2,445 | 4,348 | 4,924 | 2,400 | 4,429 | ● | 4,828 | 3,989 | 5,930 |
| In-Service On-time Performance | 75.99% | 79.00% | 78.72% | 80.00% | 79.64% | ◇ | 79.86% | 81.08% | 81.29% |
| Bus Traffic Accidents Per 100,000 Miles * | 2.29 | 2.87 | 2.78 | 2.14 | 2.17 | ◇ | 1.66 | 2.22 | 2.21 |
| Number of "482 alleged accidents" | 17 | 7 | 9 | 2.14 | 6 | ◇ | 0 | 0 | 0 |
| Complaints per 100,000 Boardings | 2.97 | 2.84 | 3.57 | 2.50 | 3.80 | ■ | 3.57 | 3.62 | 3.61 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 11.20 | 17.35 | 21.17 | 13.25 | 13.40 | ◇ | 6.03 | 16.68 | 15.06 |
| * Data reflects updated data for each month. | | | | | | W.C. now reflects current month's data. No data laa. | | | |

| Measurement | FY10 | FY11 | FY12 | FY13 Target | FY13 YTD | FYTD Status | Feb Month | Mar Month | Apr Month |
|---|--------|--------|--------|-------------|----------|-------------|--|-----------|-----------|
| Division 9 | | | | | | | | | |
| MMBMF | 4,673 | 5,126 | 5,281 | 3,900 | 5,225 | ● | 5,453 | 4,824 | 4,883 |
| No. of unaddressed road calls | 66 | 11 | 11 | 3,900 | 2 | | 0 | 0 | 0 |
| MMBTRC | 2,918 | 3,489 | 3,879 | 2,400 | 4,165 | ● | 4,341 | 3,887 | 3,816 |
| In-Service On-time Performance | 75.89% | 76.33% | 76.83% | 80.00% | 76.18% | ◇ | 75.24% | 75.59% | 75.89% |
| Bus Traffic Accidents Per 100,000 Miles * | 2.01 | 1.81 | 2.10 | 1.75 | 2.32 | ◇ | 3.21 | 2.08 | 2.44 |
| Number of "482 alleged accidents" | 3 | 20 | 10 | 1.75 | 14 | | 0 | 0 | 0 |
| Complaints per 100,000 Boardings | 3.21 | 3.50 | 4.55 | 3.24 | 5.24 | ■ | 3.92 | 4.19 | 4.16 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 10.03 | 15.30 | 15.10 | 13.25 | 17.96 | ◇ | 16.84 | 13.44 | 17.25 |
| * Data reflects updated data for each month. | | | | | | | W.C. now reflects current month's data. No data lag. | | |
| Division 10 | | | | | | | | | |
| MMBMF | 2,594 | 2,392 | 2,653 | 3,900 | 2,959 | ◇ | 2,968 | 3,525 | 3,482 |
| No. of unaddressed road calls | 11 | 58 | 11 | 3,900 | 0 | | 0 | 0 | 0 |
| MMBTRC | 1,129 | 1,446 | 1,727 | 2,400 | 1,926 | ◇ | 1,857 | 2,285 | 2,416 |
| In-Service On-time Performance | 68.98% | 71.93% | 73.42% | 80.00% | 72.56% | ◇ | 73.13% | 72.39% | 71.85% |
| Bus Traffic Accidents Per 100,000 Miles * | 4.02 | 3.93 | 4.27 | 3.89 | 4.69 | ◇ | 6.28 | 4.38 | 6.26 |
| Number of "482 alleged accidents" | 33 | 41 | 30 | 3.89 | 6 | | 0 | 0 | 0 |
| Complaints per 100,000 Boardings | 2.08 | 2.12 | 2.74 | 1.93 | 2.56 | ◇ | 2.19 | 2.39 | 2.38 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 10.76 | 10.58 | 12.38 | 13.25 | 13.98 | ◇ | 5.26 | 12.28 | 23.76 |
| * Data reflects updated data for each month. | | | | | | | W.C. now reflects current month's data. No data lag. | | |
| Division 15 | | | | | | | | | |
| MMBCMF | 3,357 | 4,097 | 4,459 | 3,900 | 4,337 | ● | 5,057 | 4,701 | 4,407 |
| No. of unaddressed road calls | 6 | 0 | 0 | 3,900 | 0 | | 0 | 0 | 0 |
| MMBTRC | 1,747 | 2,507 | 2,898 | 2,400 | 2,965 | ● | 3,447 | 3,206 | 3,103 |
| In-Service On-time Performance | 74.62% | 76.84% | 76.95% | 80.00% | 77.53% | ◇ | 76.50% | 76.94% | 77.48% |
| Bus Traffic Accidents Per 100,000 Miles * | 2.67 | 2.84 | 3.11 | 2.52 | 3.30 | ◇ | 2.60 | 3.70 | 3.38 |
| Number of "482 alleged accidents" | 15 | 19 | 19 | 2.52 | 12 | | 1 | 3 | 1 |
| Complaints per 100,000 Boardings | 2.98 | 3.01 | 3.77 | 2.68 | 3.26 | ◇ | 2.92 | 3.39 | 2.83 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 14.11 | 11.73 | 15.53 | 13.25 | 11.19 | ● | 9.69 | 11.46 | 14.57 |
| * Data reflects updated data for each month. | | | | | | | W.C. now reflects current month's data. No data lag. | | |
| Division 18 | | | | | | | | | |
| MMBCMF | 2,917 | 3,506 | 4,183 | 3,900 | 3,731 | ◇ | 3,621 | 3,403 | 3,959 |
| No. of unaddressed road calls | 20 | 17 | 6 | 3,900 | 1 | | 0 | 0 | 0 |
| MMBTRC | 1,292 | 1,839 | 2,203 | 2,400 | 2,058 | ◇ | 1,934 | 2,076 | 2,266 |
| In-Service On-time Performance | 66.12% | 70.63% | 75.32% | 80.00% | 74.40% | ◇ | 73.74% | 73.86% | 75.01% |
| Bus Traffic Accidents Per 100,000 Miles * | 2.67 | 3.32 | 4.25 | 3.84 | 4.03 | ◇ | 4.90 | 3.53 | 4.01 |
| Number of "482 alleged accidents" | 19 | 16 | 31 | 3.84 | 22 | | 2 | 3 | 2 |
| Complaints per 100,000 Boardings | 4.19 | 3.42 | 4.19 | 2.89 | 3.79 | ◇ | 3.80 | 3.64 | 3.09 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 11.06 | 13.65 | 16.51 | 13.25 | 18.83 | ◇ | 22.04 | 14.41 | 15.61 |

* Data reflects updated data for each month.

W.C. now reflects current month's data. No data lag.

- Green - High probability of achieving the target (on track). Meets Target at 100% or better.
- ◇ Yellow - Uncertain if the target will be achieved -- slight problems, delays or management issues. Falls below Target 70 - 99%.
- Red - High probability that the target will not be achieved -- significant problems and/or delays. Falls below Target >70%.

Bus Operations 13-Month Overview

| Measurement | FY12 Target | Apr 12 | May 12 | June 12 | FY13 Target | July 12 | Aug 12 | Sep 12 | Oct 12 | Nov 12 | Dec 12 | Jan 13 | Feb 13 | Mar 13 | Apr 13 |
|--|-------------|--------|--------|---------|-------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Bus Systemwide | | | | | | | | | | | | | | | |
| Mean Miles Between Mechanical Failures Requiring Bus Exchange. (MMBMF) No. of unaddressed road calls | 3,650 | 3,552 | 3,863 | 3,992 | 3,900 | 3,605 | 3,419 | 3,495 | 3,690 | 4,088 | 3,928 | 3,867 | 4,116 | 3,862 | 4,242 |
| Mean Miles Between Total Road Calls (MMBTRC) ** | 1,556 | 2,362 | 2,500 | 2,603 | 2,400 | 2,418 | 2,223 | 2,291 | 2,348 | 2,472 | 2,455 | 2,409 | 2,534 | 2,552 | 2,689 |
| In-Service On-time Performance *** | 85% | 78% | 76% | 77% | 80% | 79.9% | 77% | 74% | 74% | 75% | 76% | 78% | 75% | 76% | 76% |
| Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents" | 3.10 | 3.16 | 3.85 | 3.88 | 3.10 | 3.60 | 3.60 | 3.31 | 4.12 | 3.32 | 3.68 | 3.38 | 3.74 | 3.55 | 3.84 |
| Complaints per 100,000 Boardings | 2.20 | 2.70 | 3.11 | 3.34 | 2.20 | 3.34 | 3.60 | 3.40 | 3.56 | 3.13 | 2.68 | 2.93 | 3.02 | 3.03 | 2.99 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 12.50 | 13.33 | 14.33 | 13.20 | 13.25 | 16.26 | 19.08 | 17.22 | 12.95 | 14.54 | 11.54 | 14.55 | 13.82 | 15.38 | 16.41 |
| * Data reflects updated data for each month. W.C. now reflects current month's data. No data lac. | | | | | | | | | | | | | | | |
| Division 1 | | | | | | | | | | | | | | | |
| MMBMF No. of unaddressed road calls | 3,650 | 3,024 | 3,359 | 3,368 | 3,900 | 2,916 | 2,880 | 3,036 | 3,579 | 4,797 | 3,762 | 3,628 | 4,112 | 3,187 | 4,161 |
| MMBTRC | 1,556 | 1,819 | 1,981 | 1,940 | 2,400 | 1,862 | 1,630 | 1,626 | 1,785 | 2,111 | 2,108 | 1,905 | 2,161 | 1,862 | 2,129 |
| In-Service On-time Performance | 85% | 80% | 79% | 80% | 80% | 83% | 81% | 79% | 79% | 79% | 79% | 81% | 79% | 78% | 79% |
| Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents" | 3.31 | 2.83 | 3.21 | 5.23 | 3.24 | 4.81 | 4.34 | 2.60 | 3.29 | 2.53 | 4.62 | 3.70 | 3.88 | 3.59 | 3.12 |
| Complaints per 100,000 Boardings | 1.60 | 1.83 | 2.36 | 2.94 | 1.44 | 2.40 | 2.36 | 2.58 | 2.26 | 2.86 | 2.18 | 2.15 | 2.21 | 2.21 | 2.19 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 12.50 | 12.38 | 15.70 | 17.69 | 13.25 | 15.83 | 15.47 | 24.75 | 15.07 | 5.32 | 16.04 | 12.68 | 13.99 | 15.90 | 14.52 |
| * Data reflects updated data for each month. W.C. now reflects current month's data. No data lac. | | | | | | | | | | | | | | | |
| Division 2 | | | | | | | | | | | | | | | |
| MMBMF No. of unaddressed road calls | 3,650 | 2,860 | 3,405 | 3,208 | 3,900 | 3,128 | 2,614 | 2,443 | 2,910 | 2,596 | 2,799 | 3,315 | 3,253 | 3,379 | 3,209 |
| MMBTRC | 1,556 | 1,849 | 2,018 | 2,025 | 2,400 | 2,134 | 1,716 | 1,609 | 1,839 | 1,689 | 1,794 | 2,024 | 1,848 | 2,106 | 1,963 |
| In-Service On-time Performance | 85% | 76% | 73% | 74% | 80% | 78.2% | 74% | 72% | 72% | 73% | 75% | 76% | 72% | 74% | 75% |
| Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents" | 3.45 | 2.91 | 5.87 | 3.42 | 3.76 | 4.23 | 5.31 | 3.72 | 4.91 | 4.02 | 3.15 | 3.33 | 3.89 | 3.65 | 5.97 |
| Complaints per 100,000 Boardings | 1.77 | 1.79 | 2.29 | 2.16 | 1.61 | 1.86 | 2.25 | 2.40 | 2.53 | 2.36 | 1.612 | 1.64 | 1.74 | 2.38 | 2.03 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 12.50 | 14.02 | 20.00 | 13.82 | 13.25 | 11.43 | 16.73 | 14.99 | 11.04 | 17.22 | 17.13 | 13.99 | 28.04 | 29.06 | 27.88 |
| * Data reflects updated data for each month. W.C. now reflects current month's data. No data lac. | | | | | | | | | | | | | | | |
| Division 3 | | | | | | | | | | | | | | | |
| MMBMF No. of unaddressed road calls | 3,650 | 3,329 | 3,183 | 3,796 | 3,900 | 3,374 | 2,931 | 3,184 | 3,024 | 3,120 | 3,387 | 3,849 | 4,055 | 3,334 | 3,614 |
| MMBTRC | 1,556 | 2,806 | 2,607 | 2,618 | 2,400 | 2,456 | 2,246 | 2,637 | 2,171 | 2,274 | 2,412 | 2,621 | 2,945 | 2,619 | 2,727 |
| In-Service On-time Performance | 85% | 78% | 77% | 77% | 80% | 80% | 77% | 74% | 75% | 76% | 76% | 78% | 76% | 75% | 75% |
| Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents" | 3.05 | 3.89 | 2.95 | 3.12 | 2.81 | 4.47 | 3.37 | 3.34 | 4.02 | 3.36 | 4.31 | 3.95 | 2.86 | 4.92 | 4.17 |
| Complaints per 100,000 Boardings | 2.17 | 2.79 | 3.28 | 3.40 | 2.16 | 3.26 | 3.56 | 3.62 | 3.09 | 3.29 | 2.09 | 3.47 | 3.50 | 3.02 | 3.86 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 12.50 | 17.74 | 29.52 | 7.74 | 13.25 | 19.55 | 16.13 | 14.55 | 5.37 | 5.68 | 5.60 | 13.50 | 17.80 | 11.06 | 12.34 |
| * Data reflects updated data for each month. W.C. now reflects current month's data. No data lac. | | | | | | | | | | | | | | | |
| Division 5 | | | | | | | | | | | | | | | |
| MMBMF No. of unaddressed road calls | 3,650 | 2,854 | 3,108 | 3,519 | 3,900 | 3,111 | 2,887 | 2,950 | 3,238 | 3,473 | 3,303 | 3,067 | 3,503 | 3,804 | 4,104 |
| MMBTRC | 1,556 | 1,855 | 1,875 | 2,122 | 2,400 | 1,963 | 1,842 | 2,135 | 2,170 | 2,398 | 2,179 | 1,945 | 2,406 | 2,379 | 2,399 |
| In-Service On-time Performance | 85% | 79% | 78% | 78% | 80% | 81% | 77% | 74% | 75% | 76% | 75% | 76% | 74% | 75% | 76% |
| Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents" | 4.37 | 3.50 | 6.07 | 5.50 | 4.20 | 3.29 | 4.66 | 4.19 | 5.01 | 5.16 | 4.49 | 5.02 | 5.83 | 4.65 | 3.07 |
| Complaints per 100,000 Boardings | 1.57 | 1.72 | 1.72 | 2.20 | 1.41 | 2.06 | 2.22 | 2.43 | 2.78 | 2.94 | 2.55 | 1.87 | 2.45 | 2.49 | 3.03 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 12.50 | 11.07 | 5.69 | 13.92 | 13.25 | 35.97 | 29.14 | 14.42 | 18.38 | 27.47 | 22.18 | 18.33 | 11.60 | 24.83 | 11.92 |
| * Data reflects updated data for each month. W.C. now reflects current month's data. No data lac. | | | | | | | | | | | | | | | |

- Green - Meets Target at 100% or better.
- ◇ Yellow - Falls below Target 70 - 99%.
- Red - Falls below Target >70%.

| Measurement | FY12 Target | Apr 12 | May 12 | June 12 | FY13 Target | July 12 | Aug 12 | Sep 12 | Oct 12 | Nov 12 | Dec 12 | Jan 13 | Feb 13 | Mar 13 | Apr 13 |
|---|-------------|--------|--------|---------|-------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Division 6 | | | | | | | | | | | | | | | |
| MMBMF No. of unaddressed road calls | 3,650 | 12,932 | 49,664 | 11,915 | 3,900 | 12,037 | 15,751 | 66,917 | 25,989 | 8,704 | 9,481 | 13,742 | 12,509 | 11,642 | 8,806 |
| MMBTRC | 1,556 | 3,695 | 4,966 | 5,416 | 2,400 | 5,159 | 4,633 | 16,729 | 5,997 | 2,579 | 4,740 | 3,206 | 3,368 | 4,234 | 3,340 |
| In-Service On-time Performance | 85% | 82% | 74% | 76% | 80% | 76% | 79% | 75% | 69% | 68% | 77% | 78% | 78% | 77% | 77% |
| Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents" | 4.87 | 9.67 | 4.03 | 6.71 | 4.20 | 8.31 | 3.81 | 4.48 | 15.39 | 7.18 | 3.96 | 4.16 | 7.99 | 8.59 | 7.23 |
| Complaints per 100,000 Boardings | 2.80 | 1.54 | 3.52 | 3.55 | 1.57 | 1.98 | 1.71 | 1.02 | 2.08 | 1.44 | 2.89 | 3.91 | 4.14 | 3.22 | 2.03 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 12.50 | 30.35 | 0.00 | 0.00 | 13.25 | 24.18 | 45.73 | 26.88 | 0.00 | 20.66 | 0.00 | 0.00 | 0.00 | 0.00 | 37.62 |
| * Data reflects updated data for each month. W.C. now reflects current month's data No data laa. No data laa. | | | | | | | | | | | | | | | |
| Division 7 | | | | | | | | | | | | | | | |
| MMBMF No. of unaddressed road calls | 3,650 | 3,524 | 3,685 | 3,581 | 3,900 | 3,245 | 3,336 | 2,969 | 3,476 | 3,268 | 3,414 | 3,305 | 3,622 | 3,449 | 4,129 |
| MMBTRC | 1,556 | 1,839 | 1,976 | 2,074 | 2,400 | 2,093 | 1,911 | 1,882 | 1,925 | 1,929 | 1,968 | 1,818 | 1,915 | 2,120 | 2,219 |
| In-Service On-time Performance | 85% | 74% | 72% | 73% | 80% | 75% | 72% | 71% | 72% | 73% | 74% | 75% | 71% | 71% | 72% |
| Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents" | 3.74 | 2.22 | 5.06 | 6.19 | 3.44 | 4.14 | 3.61 | 4.60 | 3.07 | 3.42 | 3.81 | 5.53 | 5.53 | 3.61 | 4.40 |
| Complaints per 100,000 Boardings | 2.07 | 2.89 | 2.42 | 2.94 | 2.30 | 3.37 | 3.74 | 3.25 | 2.71 | 3.02 | 2.37 | 2.54 | 3.69 | 2.90 | 3.05 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 12.50 | 6.44 | 8.89 | 6.53 | 13.25 | 11.03 | 12.91 | 18.58 | 6.41 | 0.00 | 4.43 | 14.82 | 9.41 | 10.92 | 9.49 |
| * Data reflects updated data for each month. W.C. now reflects current month's data No data laa. No data laa. Hub Miles were restated by Fleet Mgmt from June '12 through Jan. '13. Indicators using Hub Mile data were revised. | | | | | | | | | | | | | | | |
| Division 8 | | | | | | | | | | | | | | | |
| MMBTRC | 1,556 | 4,395 | 4,323 | 5,198 | 2,400 | 4,609 | 3,715 | 3,596 | 4,193 | 4,619 | 4,203 | 5,719 | 4,828 | 3,989 | 5,930 |
| In-Service On-time Performance | 85% | 80% | 78% | 80% | 80% | 83% | 80% | 75% | 76% | 78% | 80% | 81% | 80% | 81% | 81% |
| Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents" | 2.81 | 2.12 | 3.20 | 3.21 | 2.14 | 2.41 | 2.28 | 2.66 | 2.44 | 1.90 | 2.64 | 1.38 | 1.66 | 2.08 | 2.21 |
| Complaints per 100,000 Boardings | 2.43 | 3.13 | 4.36 | 4.41 | 2.50 | 3.65 | 4.10 | 4.71 | 4.55 | 3.25 | 3.03 | 3.76 | 3.57 | 3.62 | 3.61 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 12.50 | 11.74 | 12.15 | 29.05 | 13.25 | 8.62 | 16.41 | 20.75 | 10.86 | 20.08 | 0.00 | 18.99 | 6.03 | 16.68 | 15.06 |
| * Data reflects updated data for each month. W.C. now reflects current month's data No data laa. No data laa. | | | | | | | | | | | | | | | |
| Division 9 | | | | | | | | | | | | | | | |
| MMBMF No. of unaddressed road calls | 3,650 | 5,352 | 4,932 | 5,401 | 3,900 | 5,920 | 5,066 | 6,475 | 5,106 | 5,155 | 5,423 | 4,559 | 5,453 | 4,824 | 4,883 |
| MMBTRC | 1,556 | 4,008 | 3,780 | 5,244 | 2,400 | 4,724 | 4,135 | 5,473 | 3,931 | 3,933 | 4,043 | 3,924 | 4,341 | 3,887 | 3,816 |
| In-Service On-time Performance | 85% | 77% | 75% | 77% | 80% | 81% | 78% | 73% | 74% | 75% | 76% | 78% | 75% | 76% | 76% |
| Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents" | 1.76 | 2.24 | 2.60 | 1.88 | 1.75 | 2.59 | 2.69 | 2.39 | 2.73 | 2.19 | 1.88 | 1.04 | 3.09 | 1.98 | 2.44 |
| Complaints per 100,000 Boardings | 3.06 | 4.67 | 4.20 | 4.75 | 3.24 | 6.66 | 6.70 | 5.16 | 6.18 | 5.22 | 5.12 | 4.99 | 3.92 | 4.19 | 4.16 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 12.50 | 15.19 | 20.47 | 11.00 | 13.25 | 24.97 | 37.23 | 21.36 | 12.88 | 15.80 | 6.76 | 13.06 | 16.84 | 13.44 | 17.25 |
| * Data reflects updated data for each month. W.C. now reflects current month's data No data laa. No data laa. | | | | | | | | | | | | | | | |
| Division 10 | | | | | | | | | | | | | | | |
| MMBMF No. of unaddressed road calls | 3,650 | 2,415 | 3,127 | 2,766 | 3,900 | 2,818 | 2,397 | 2,718 | 2,918 | 3,381 | 2,937 | 2,884 | 2,968 | 3,525 | 3,482 |
| MMBTRC | 1,556 | 1,687 | 1,991 | 1,952 | 2,400 | 1,783 | 1,748 | 1,787 | 1,929 | 1,871 | 2,006 | 1,798 | 1,857 | 2,285 | 2,416 |
| In-Service On-time Performance | 85% | 75% | 72% | 71% | 80% | 75% | 72% | 70% | 70% | 72% | 75% | 75% | 73% | 72% | 72% |
| Bus Traffic Accidents Per 100,000 Miles * Number of "482 accidents" | 3.73 | 5.16 | 3.86 | 3.16 | 3.89 | 3.68 | 4.45 | 4.45 | 5.33 | 4.31 | 4.29 | 3.47 | 6.11 | 4.23 | 6.26 |
| Complaints per 100,000 Boardings | 1.79 | 2.03 | 2.77 | 2.89 | 1.93 | 2.73 | 3.34 | 2.26 | 3.15 | 2.29 | 2.42 | 2.29 | 2.19 | 2.39 | 2.38 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 12.50 | 11.04 | 6.82 | 10.94 | 13.25 | 9.70 | 16.69 | 20.18 | 11.77 | 21.83 | 14.43 | 4.65 | 5.26 | 12.28 | 23.76 |
| * Data reflects updated data for each month. W.C. now reflects current month's data No data laa. No data laa. | | | | | | | | | | | | | | | |

- Green - Meets Target at 100% or better.
- ◆ Yellow - Falls below Target 70 - 99%.
- Red - Falls below Target >70%.

| Measurement | FY12 Target | Apr 12 | May 12 | June 12 | FY13 Target | July 12 | Aug 12 | Sep 12 | Oct 12 | Nov 12 | Dec 12 | Jan 13 | Feb 13 | Mar 13 | Apr 13 |
|---|-------------|--------|--------|---------|-------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Division 15 | | | | | | | | | | | | | | | |
| MMBCMF No. of unaddressed road calls | 3,650 | 4,202 | 4,799 | 4,576 | 3,900 | 3,403 | 3,718 | 3,753 | 4,163 | 5,271 | 5,632 | 4,436 | 5,057 | 4,701 | 4,407 |
| MMBTRC | 1,556 | 3,025 | 3,415 | 3,112 | 2,400 | 2,429 | 2,576 | 2,649 | 2,848 | 3,319 | 3,416 | 3,149 | 3,447 | 3,206 | 3,103 |
| In-Service On-time Performance | 85% | 78% | 76% | 78% | 80% | 82% | 78% | 75% | 75% | 77% | 78% | 80% | 77% | 77% | 77% |
| Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents" | 2.75 | 1.99 | 2.48 | 3.54 | 2.52 | 3.09 | 3.86 | 2.84 | 4.80 | 3.10 | 2.28 | 3.15 | 2.60 | 3.70 | 3.38 |
| Complaints per 100,000 Boardings | 2.56 | 3.24 | 3.74 | 3.65 | 2.68 | 3.28 | 3.78 | 4.05 | 3.63 | 2.64 | 2.60 | 3.30 | 2.92 | 3.39 | 2.83 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 12.50 | 19.01 | 8.72 | 10.60 | 13.25 | 9.11 | 13.26 | 14.19 | 13.00 | 11.28 | 6.80 | 8.75 | 9.69 | 11.46 | 14.57 |
| * Data reflects updated data for each month. W.C. now reflects current month's data. No data lag. No data lag. | | | | | | | | | | | | | | | |
| Division 18 | | | | | | | | | | | | | | | |
| MMBCMF No. of unaddressed road calls | 3,650 | 3,918 | 4,064 | 4,628 | 3,900 | 3,677 | 3,812 | 3,657 | 3,677 | 4,780 | 3,612 | 3,455 | 3,621 | 3,403 | 3,959 |
| MMBTRC | 1,556 | 2,349 | 2,452 | 2,452 | 2,400 | 2,217 | 2,051 | 1,887 | 2,002 | 2,329 | 1,949 | 1,963 | 1,934 | 2,076 | 2,266 |
| In-Service On-time Performance | 85% | 77% | 74% | 75% | 80% | 79% | 76% | 71% | 71% | 73% | 74% | 76% | 74% | 74% | 75% |
| Bus Traffic Accidents Per 100,000 Miles * Number of "482 alleged accidents" | 2.84 | 4.34 | 4.52 | 4.19 | 3.84 | 3.49 | 2.59 | 2.92 | 4.89 | 3.77 | 5.97 | 4.33 | 5.02 | 3.53 | 4.01 |
| Complaints per 100,000 Boardings | 2.98 | 3.31 | 4.33 | 4.40 | 2.89 | 4.06 | 4.40 | 4.02 | 4.76 | 3.59 | 2.99 | 3.46 | 3.80 | 3.64 | 3.09 |
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 12.50 | 13.14 | 17.61 | 15.42 | 13.25 | 16.80 | 14.20 | 8.76 | 24.08 | 21.03 | 22.77 | 27.44 | 22.04 | 14.41 | 15.61 |
| * Data reflects updated data for each month. W.C. now reflects current month's data. No data lag. No data lag. | | | | | | | | | | | | | | | |

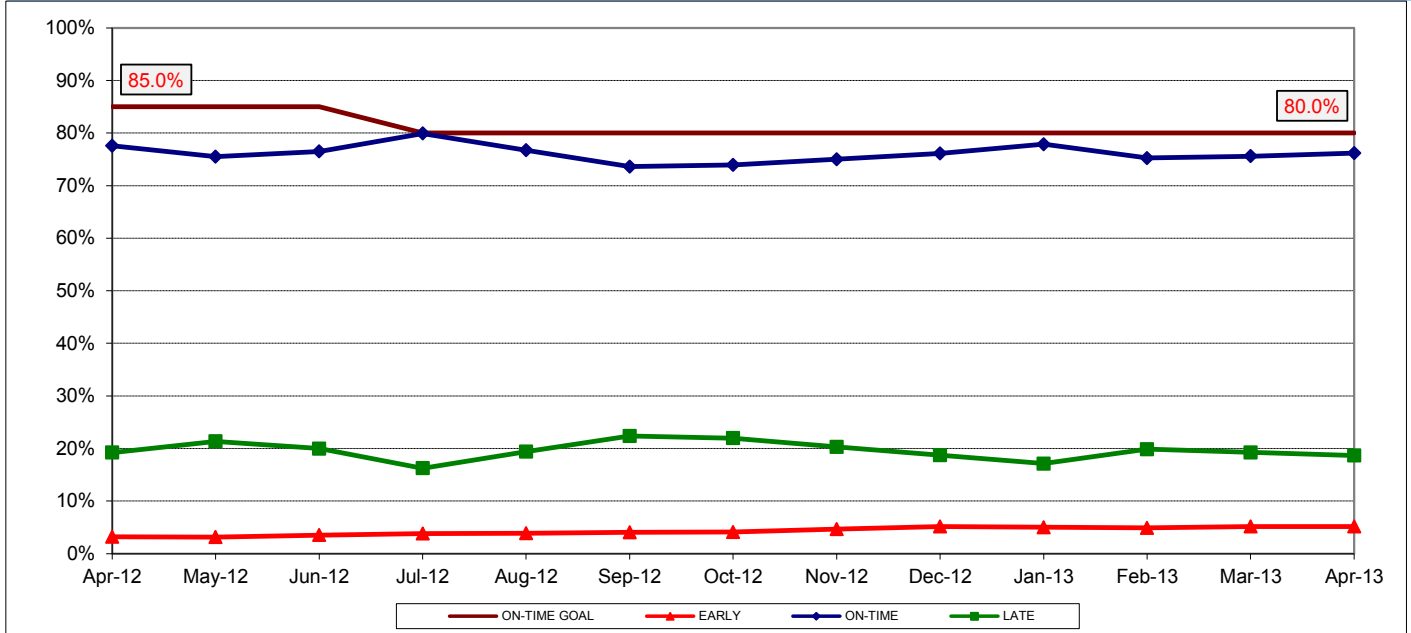
- Green - Meets Target at 100% or better.
- ◆ Yellow - Falls below Target 70 - 99%.
- Red - Falls below Target >70%.

BUS SERVICE PERFORMANCE IN-SERVICE ON-TIME PERFORMANCE

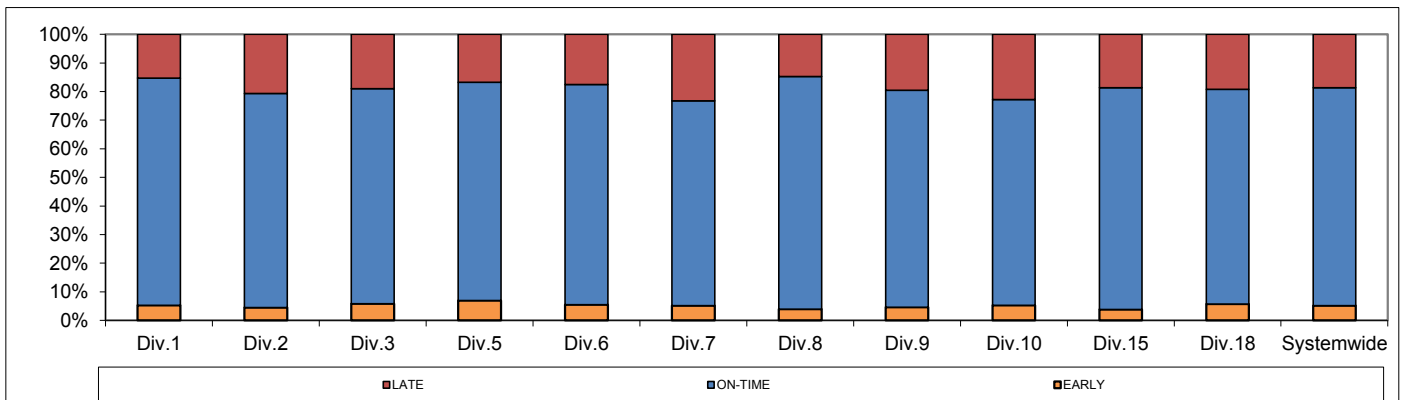
Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled. (Includes Rapid buses). Please note that Rapid Line performance is included in the ISOTP calculation beginning January 2010.

Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes late}) / (\text{Total buses sampled}))$

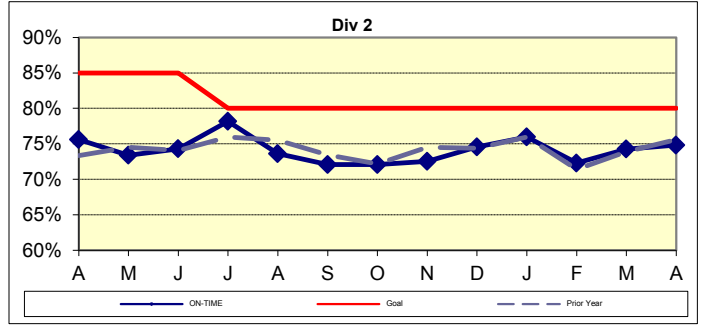
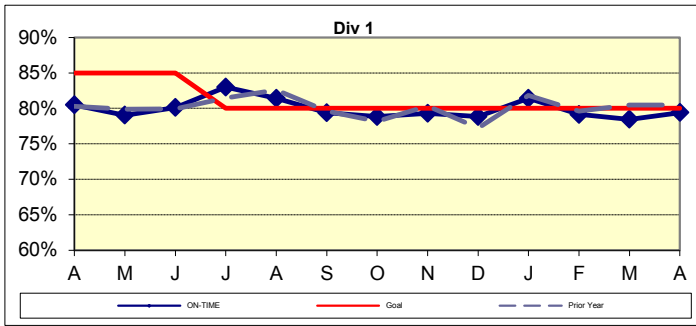
Systemwide Trend Bus Operating Divisions ISOTP - 1 Minute Tolerance for Running Hot



Remaining Above the Goal line is the target.

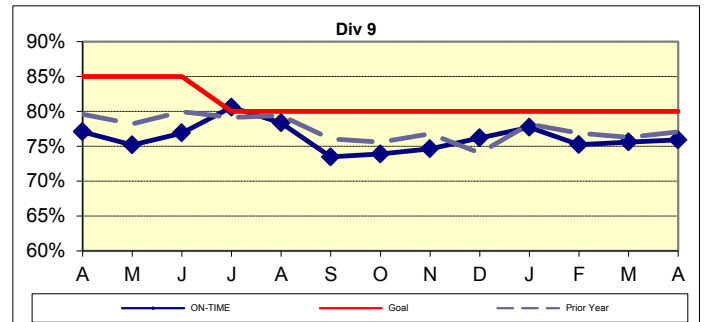
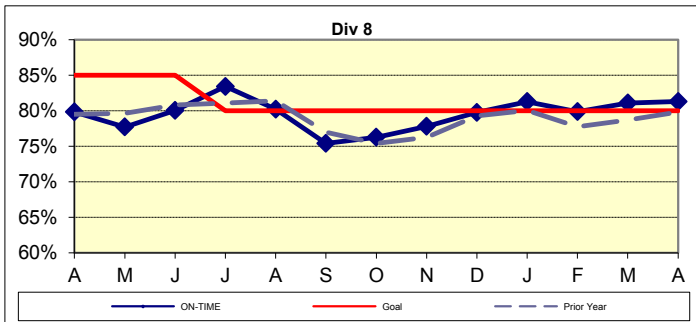
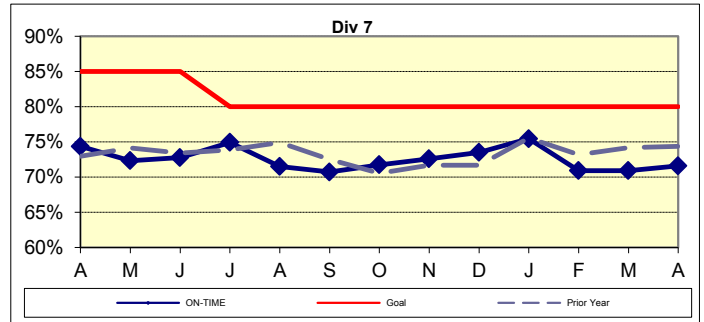
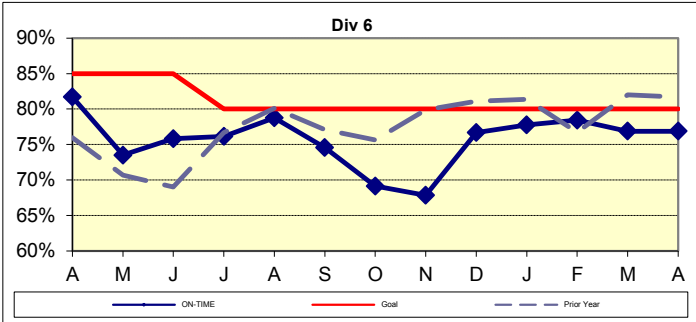
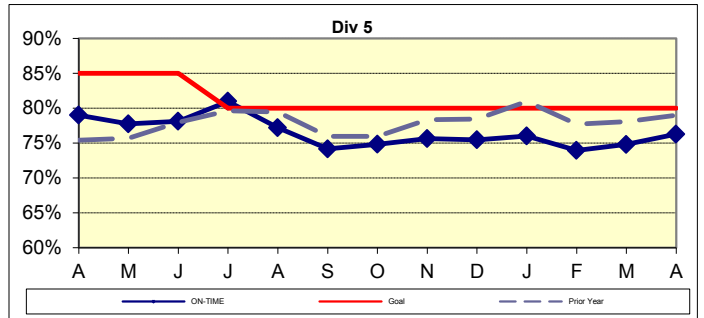
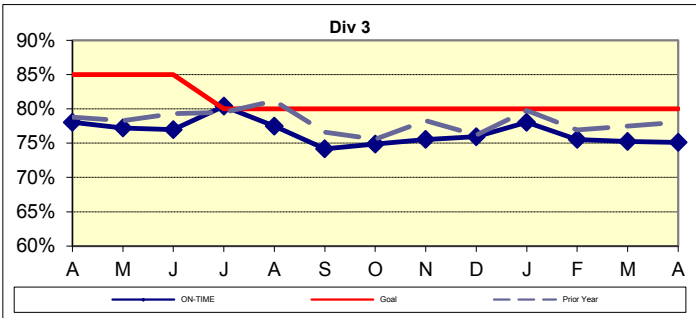


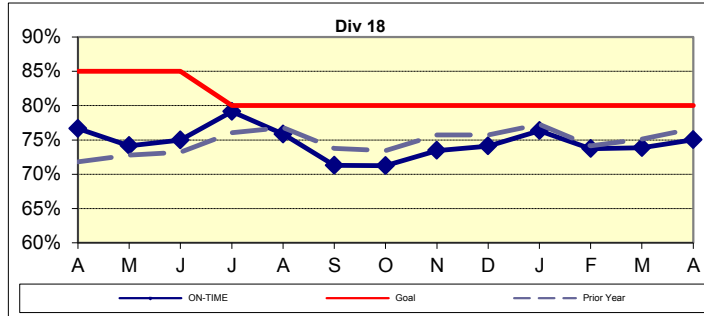
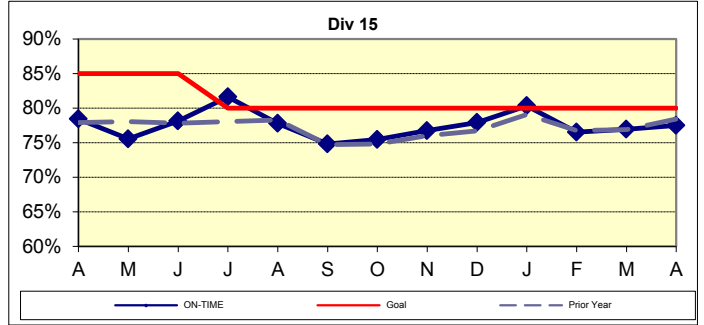
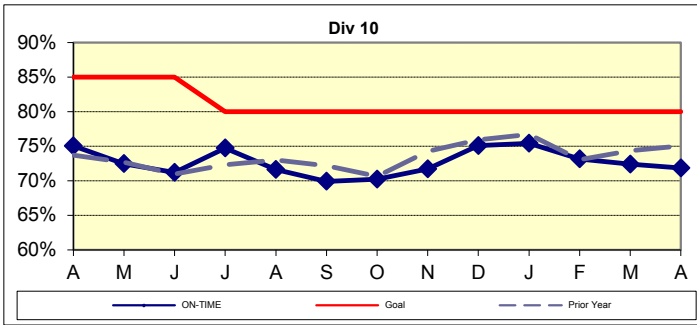
ISOTP By Division



Remaining Above the Goal line is the target.

Bus Service Performance - Continued





ISOTP By Divisions

Year-to-Date Compared To Last Year

| | FY12 | FY13-YTD | Variance |
|-------------------|--------|----------|----------|
| Division 1 | | | |
| Early | 3.22% | 4.46% | 1.23% |
| On-Time | 80.10% | 79.93% | -0.17% |
| Late | 16.68% | 15.61% | -1.06% |

| | FY12 | FY13-YTD | Variance |
|-------------------|--------|----------|----------|
| Division 8 | | | |
| Early | 2.84% | 3.85% | 1.01% |
| On-Time | 78.72% | 79.64% | 0.92% |
| Late | 18.44% | 16.51% | -1.94% |

| | | | |
|-------------------|--------|--------|--------|
| Division 2 | | | |
| Early | 4.55% | 5.36% | 0.80% |
| On-Time | 74.22% | 74.01% | -0.21% |
| Late | 21.22% | 20.63% | -0.59% |

| | | | |
|-------------------|--------|--------|--------|
| Division 9 | | | |
| Early | 3.07% | 4.16% | 1.09% |
| On-Time | 76.83% | 76.18% | -0.64% |
| Late | 20.10% | 19.65% | -0.44% |

| | | | |
|-------------------|--------|--------|--------|
| Division 3 | | | |
| Early | 3.66% | 4.96% | 1.30% |
| On-Time | 77.83% | 76.24% | -1.59% |
| Late | 18.51% | 18.80% | 0.29% |

| | | | |
|--------------------|--------|--------|--------|
| Division 10 | | | |
| Early | 3.75% | 4.47% | 0.72% |
| On-Time | 73.42% | 72.56% | -0.87% |
| Late | 22.83% | 22.97% | 0.14% |

| | | | |
|-------------------|--------|--------|--------|
| Division 5 | | | |
| Early | 3.67% | 5.56% | 1.89% |
| On-Time | 78.30% | 75.99% | -2.31% |
| Late | 18.03% | 18.44% | 0.42% |

| | | | |
|--------------------|--------|--------|--------|
| Division 15 | | | |
| Early | 3.65% | 3.61% | -0.04% |
| On-Time | 76.95% | 77.53% | 0.58% |
| Late | 19.39% | 18.86% | -0.53% |

| | | | |
|-------------------|--------|--------|--------|
| Division 6 | | | |
| Early | 3.45% | 4.21% | 0.76% |
| On-Time | 78.44% | 75.66% | -2.78% |
| Late | 18.11% | 20.13% | 2.02% |

| | | | |
|--------------------|--------|--------|--------|
| Division 18 | | | |
| Early | 3.29% | 4.68% | 1.40% |
| On-Time | 75.32% | 74.40% | -0.92% |
| Late | 21.39% | 20.92% | -0.47% |

| | | | |
|-------------------|--------|--------|--------|
| Division 7 | | | |
| Early | 4.41% | 4.89% | 0.48% |
| On-Time | 73.15% | 72.35% | -0.80% |
| Late | 22.44% | 22.76% | 0.32% |

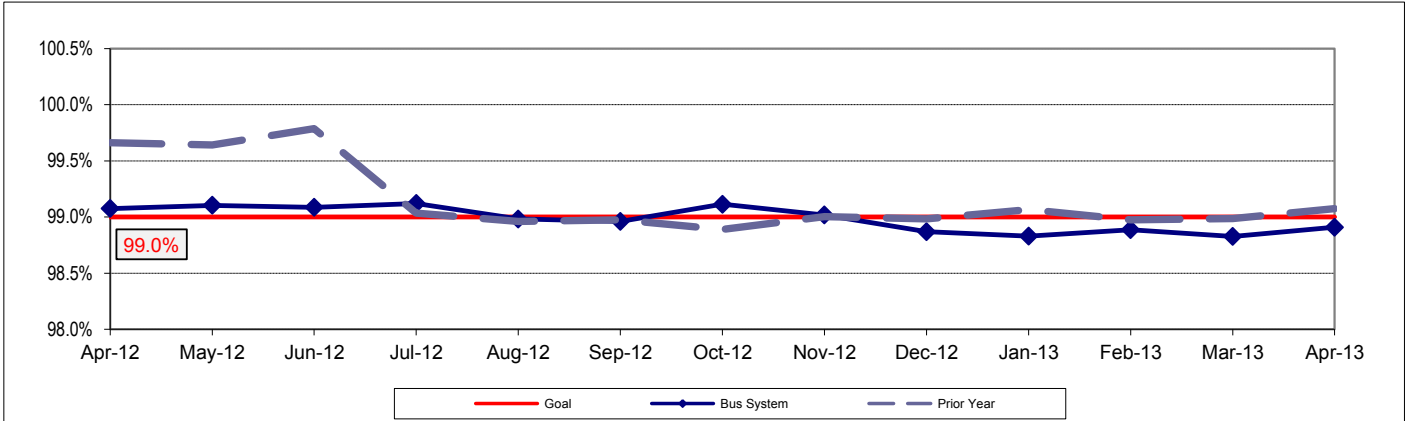
| | | | |
|-------------------|--------|--------|--------|
| SYSTEMWIDE | | | |
| Early | 3.58% | 4.58% | 1.00% |
| On-Time | 76.54% | 76.01% | -0.53% |
| Late | 19.87% | 19.41% | -0.47% |

ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED*

Definition: This performance indicator measures the percentage of scheduled Revenue Hours delivered after being offset by cancellations, outlates and in-service equipment failures. FY06: This performance indicator measures the percentage of scheduled Revenue Hours delivered after adding in temporary RH service added, Hollywood Bowl and Race Track RH, in addition RH due to overtime offset by cancellations and in-service delays.

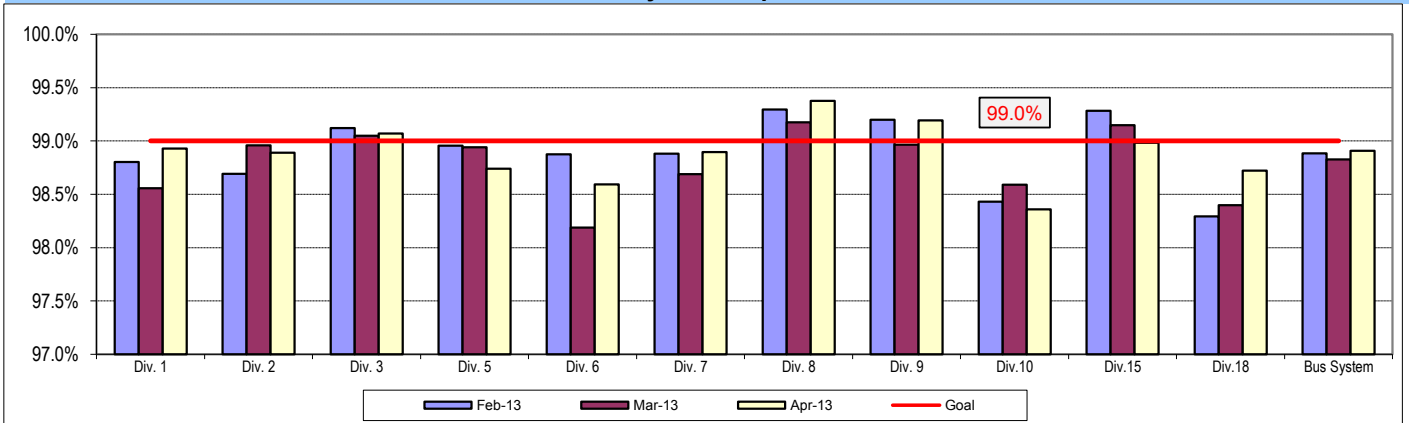
Calculation: $SRHD\% = 1 - ((\text{In-Service Delay Revenue Hours plus Cancelled Revenue Hours}) \div (\text{Total Scheduled Service Hours} + \text{Temporary Revenue Hours} + \text{Hollywood Bowl and Race Track Revenue Hours} + \text{In Addition Revenue Hours}))$
 FY06: Actual Revenue Hours Delivered divided by Scheduled Revenue Hours.

Systemwide Trend



Remaining At the Goal line is the target.

**ACTUAL TO SCHEDULED REVENUE HOURS DELIVERED by Divisions
February 2013 - April 2013**



BUS MAINTENANCE PERFORMANCE

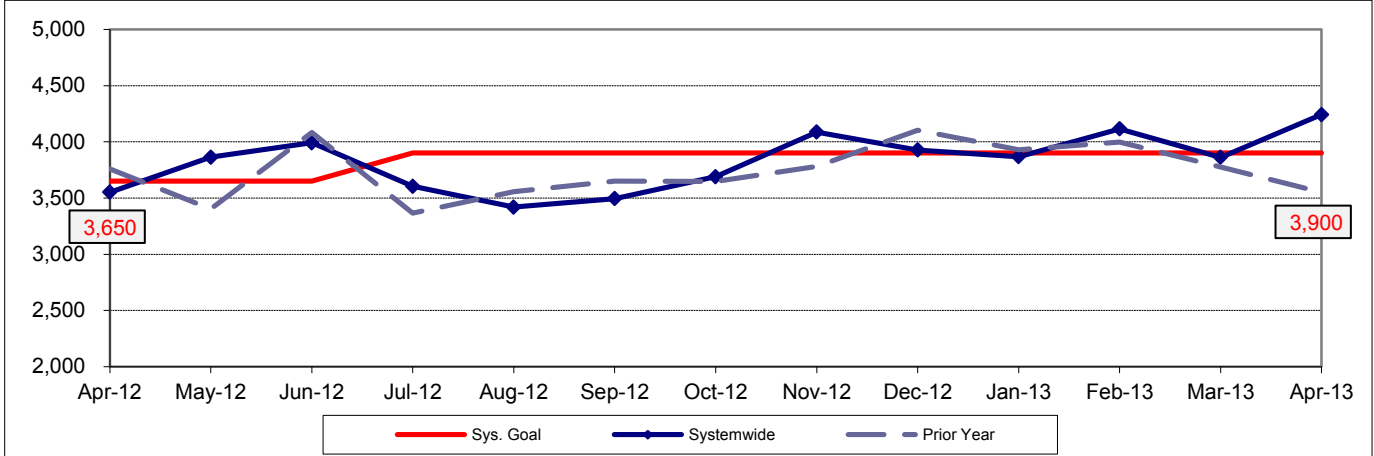
MEAN MILES BETWEEN MECHANICAL FAILURES (MMBMF)

Definition: Average Hub Miles traveled between mechanical problems that result in a bus exchange.

Calculation: $MMBMF = (\text{Total Hub Miles} / \text{by Mechanical Related Roadcalls Requiring a Bus Exchange})$

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

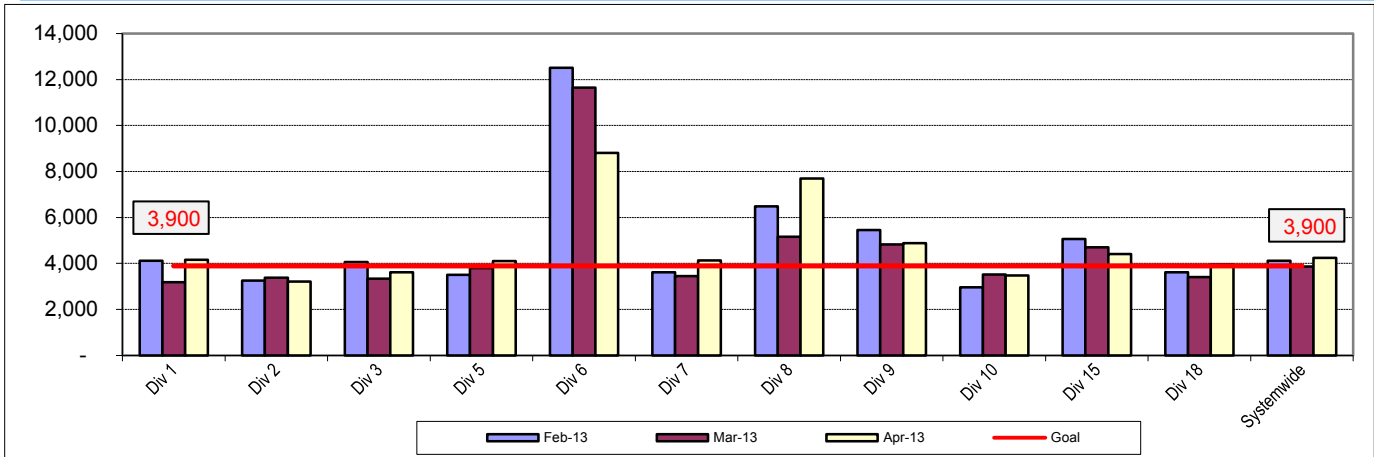
Systemwide Trend



Remaining Above the Goal line is the target.

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

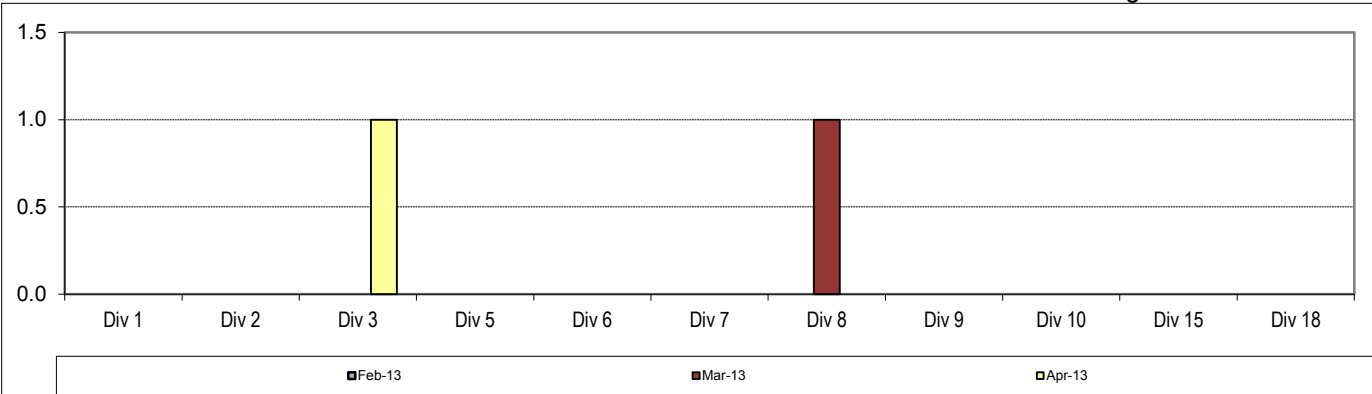
MMBMF -- Bus Operating Divisions February 2013 - April 2013



**Unaddressed Road Calls -- Bus Operating Divisions
February 2013 - April 2013**

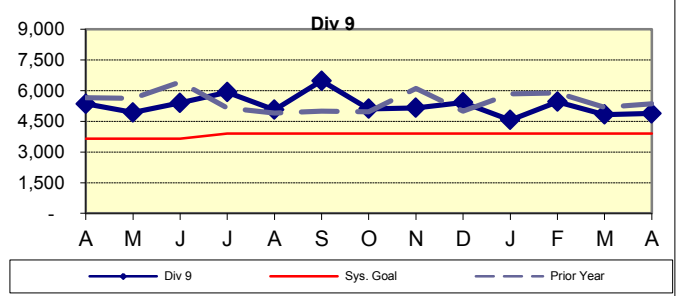
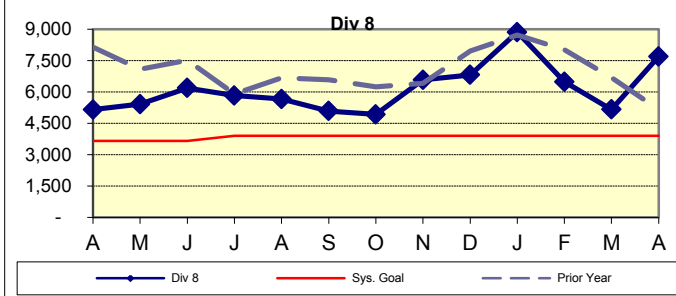
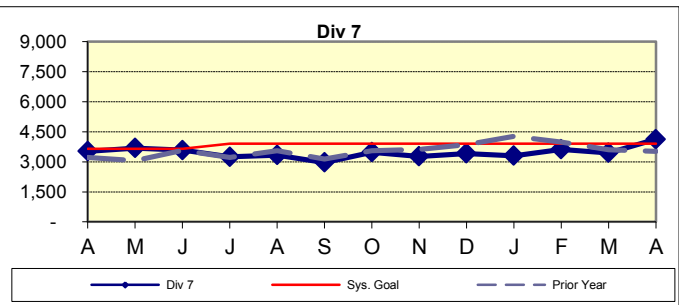
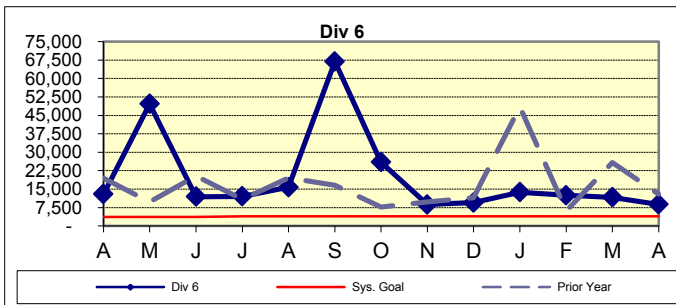
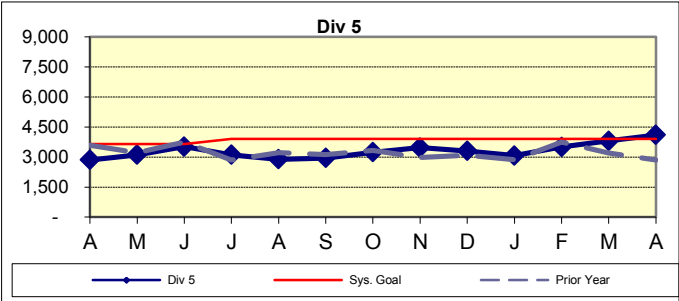
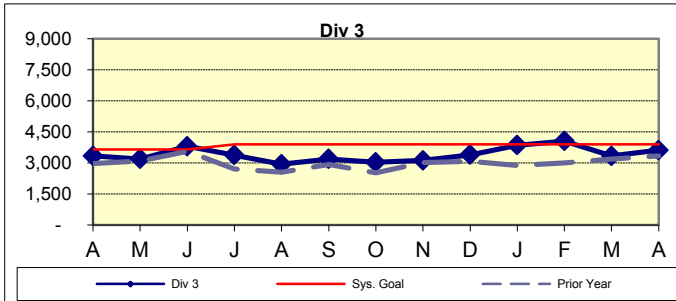
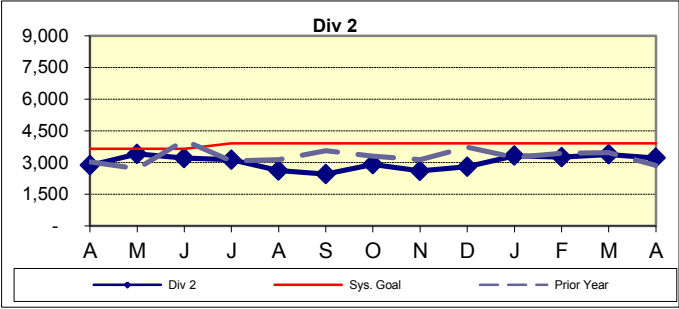
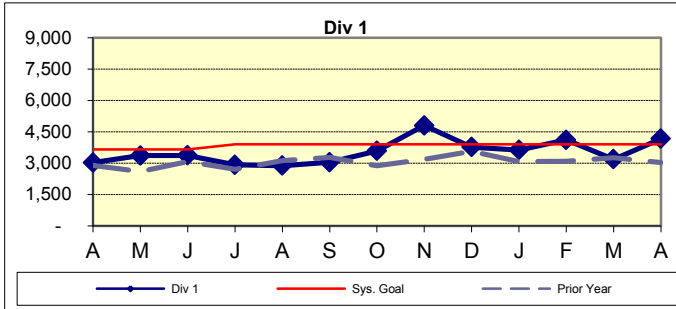
Definition: Road calls cannot be counted, per FTA definition, if no one has jobbed on to assign a job code.
(Source: M3)

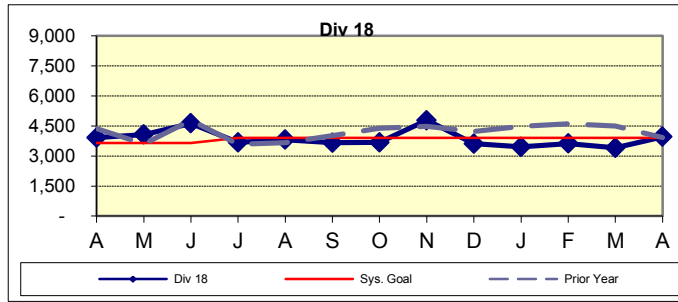
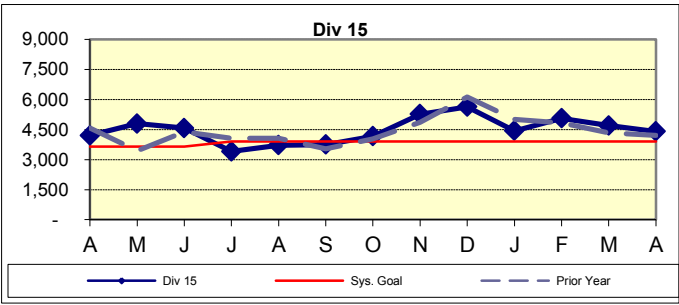
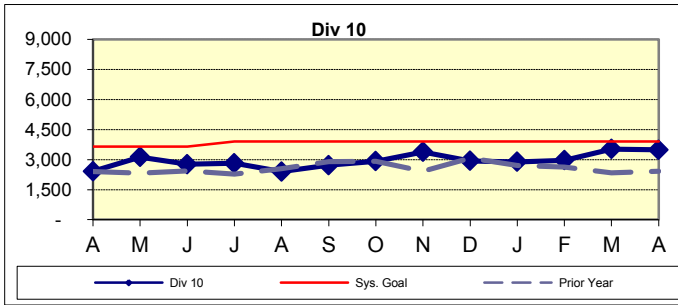
Calculation: Unaddressed Road Calls = Total number of road calls that have not been assigned.



Remaining Above the Goal line is the target.

Bus Maintenance Performance - Continued





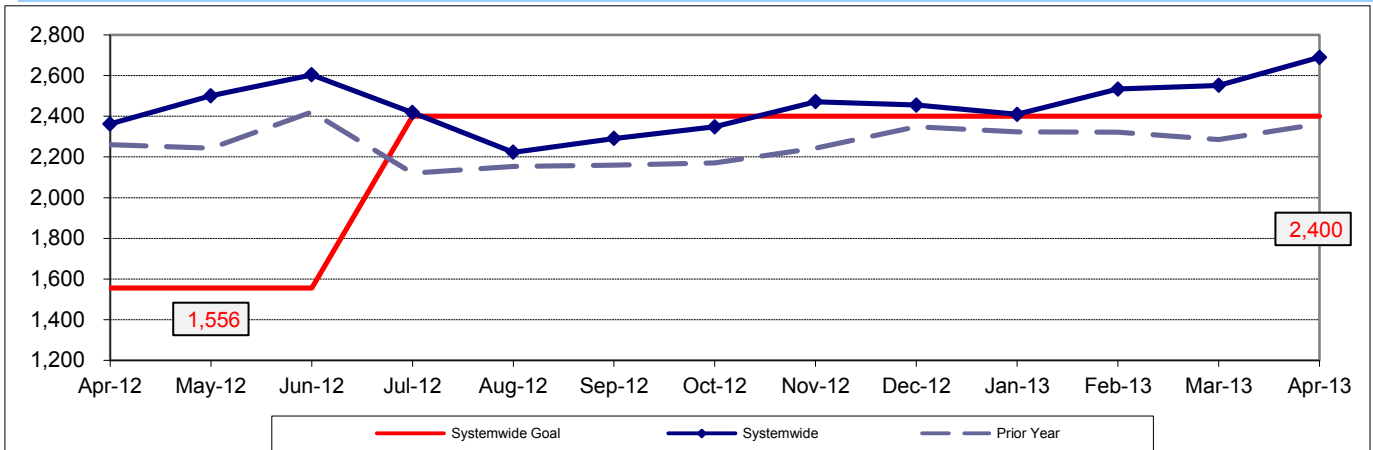
MEAN MILES BETWEEN TOTAL ROAD CALLS (MMBTRC)

Definition: Average Hub Miles traveled between road call problems.

Calculation: $MMBTRC = (\text{Total Hub Miles} / \text{by Total Road Calls})$

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

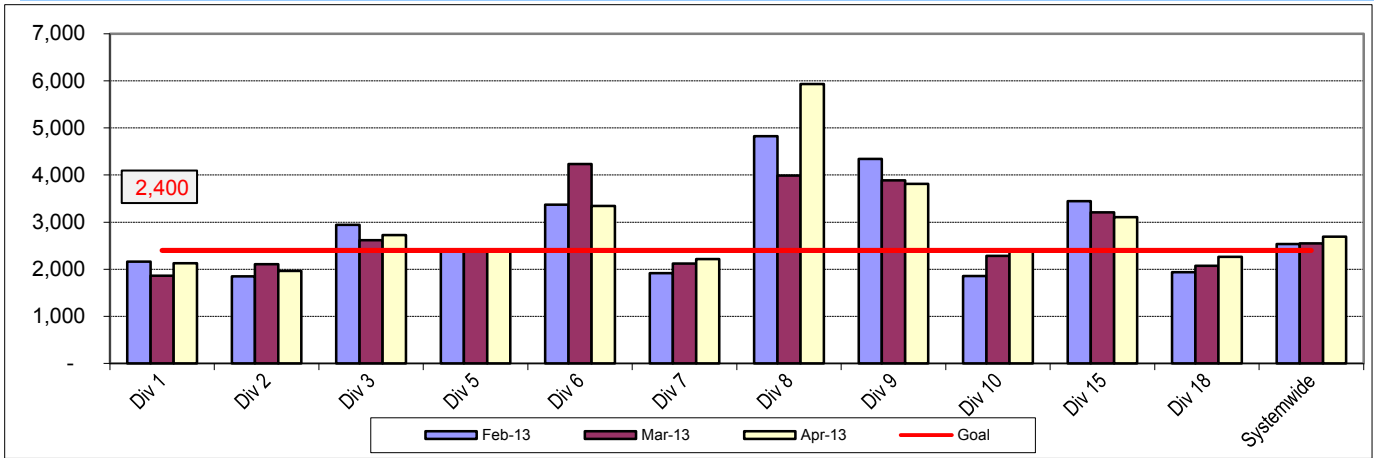
MMBTRC Systemwide Trend



Remaining Above the Goal line is the target.

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

**MMBTRC -- Bus Operating Divisions
February 2013 - April 2013**



Fleet Mix by Fuel Type Systemwide (Including Contract Services)

| | <u>Number of Buses</u> | <u>Percent of Buses</u> |
|-----------------|------------------------|-------------------------|
| CNG | 2,160 | 89.29% |
| Diesel | 71 | 2.94% |
| Gasoline | 59 | 2.44% |
| Propane | 129 | 5.33% |
| Hybrid | 0 | 0.00% |
| Total | <u>2,419</u> | <u>100.00%</u> |

Average Age of Fleet by Divisions

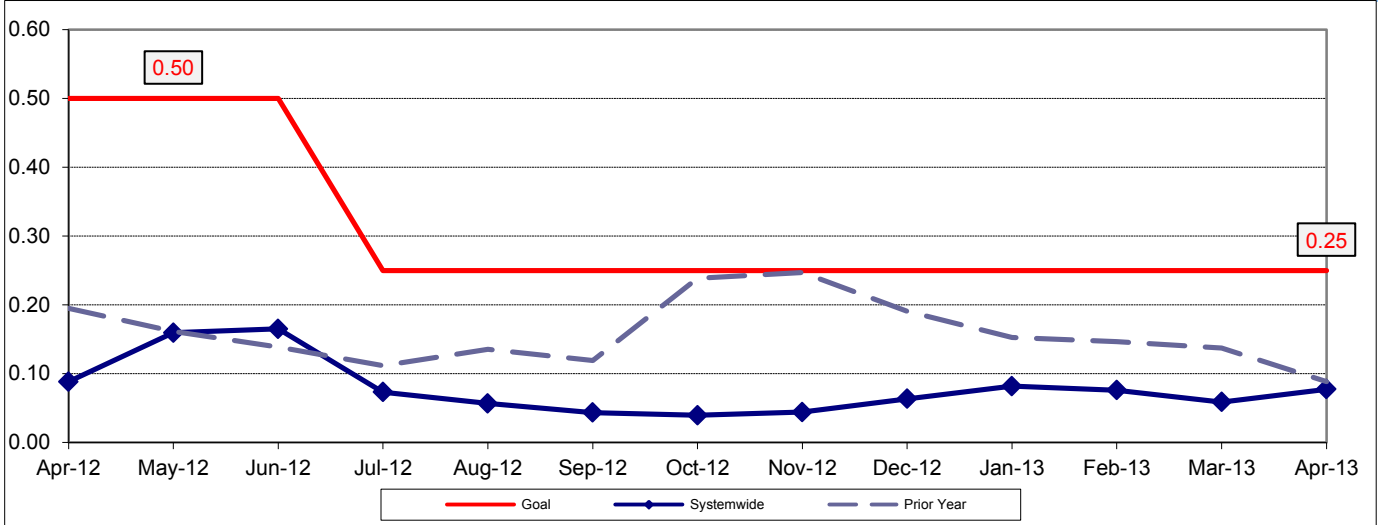
| | | | | | |
|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Div 1 10.5 | Div 2 11.6 | Div 3 7.4 | Div 5 11.0 | Div 6 4.1 | Div 7 10.0 |
| Div 8 6.0 | Div 9 10.3 | Div 10 9.0 | Div 15 6.8 | Div 18 6.3 | |

PAST DUE CRITICAL PREVENTIVE MAINTENANCE PROGRAM JOBS (PMP's)

Definition: Average past due critical scheduled preventive maintenance jobs per bus. This indicator measures maintenance management's ability to prioritize and perform critical repairs and indicates the general maintenance condition of the fleet.

Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

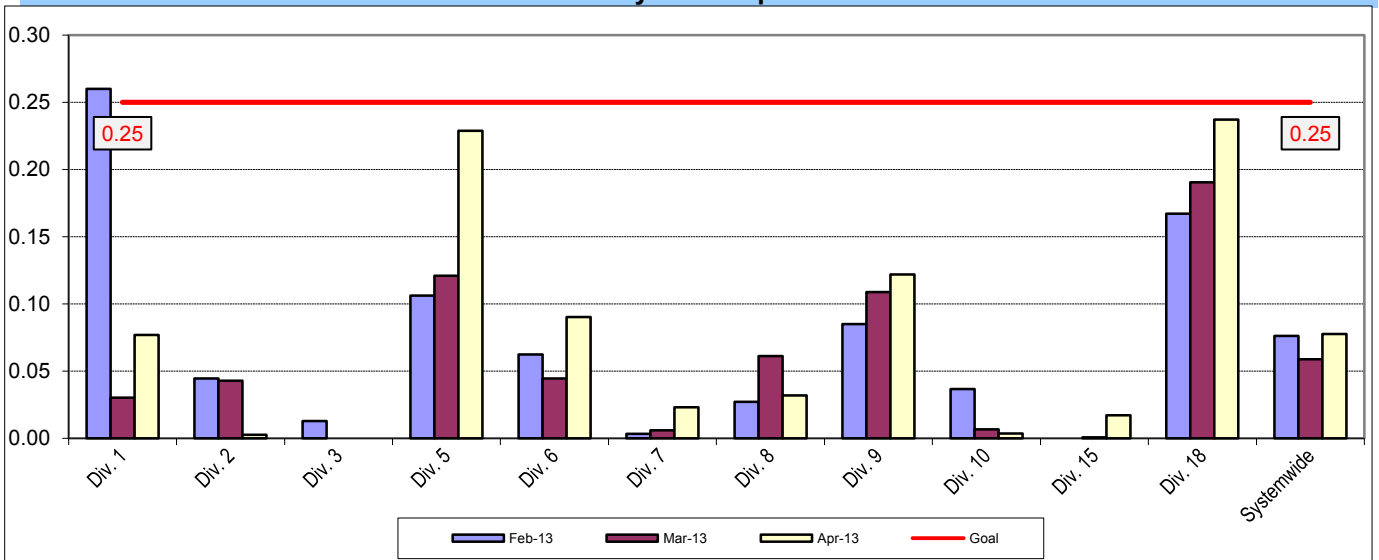
Systemwide Trend



Remaining Below the Goal line is the target.

Note: Since July 2004, six divisions (Divisions 1, 2, 3, 8, 9 and 15) have been involved in a pilot project to test extending maintenance critical PMP mileage periodicities. These "extended" mileages have not been officially implemented at this time; therefore, these divisions will appear not to have completed their critical PMP's in current monthly and weekly reports until the program is officially modified systemwide accordingly.

**Past Due Critical PMPs - by Divisions
February 2013 - April 2013**



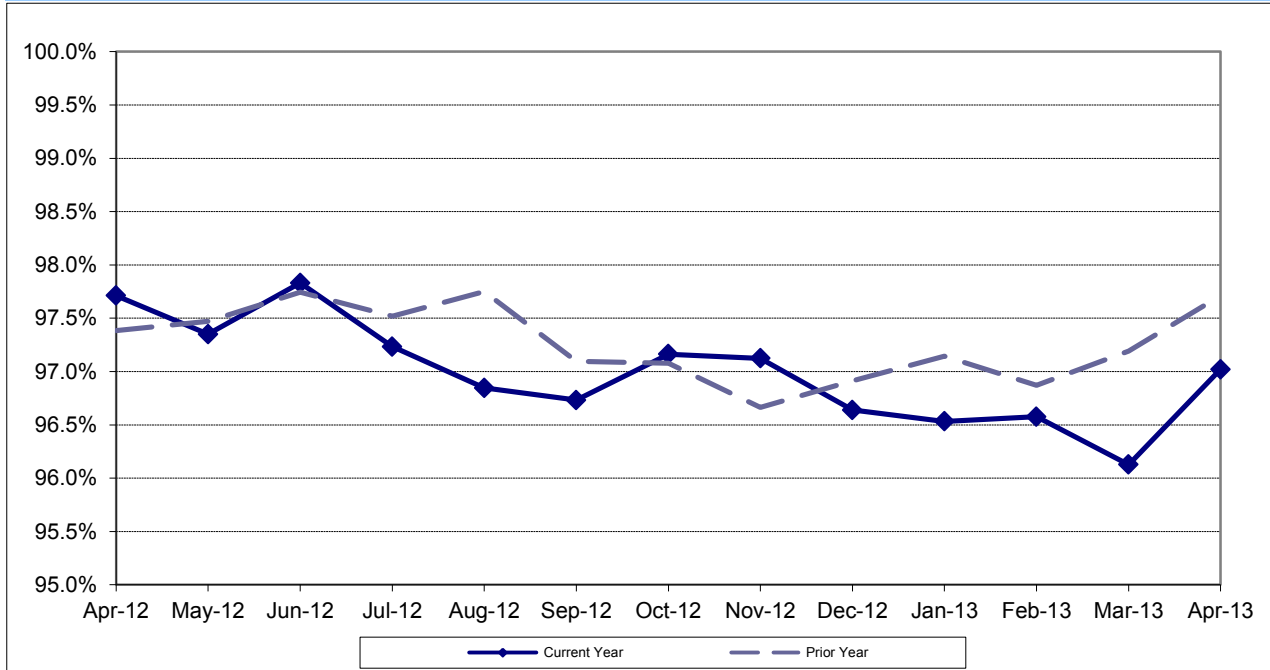
ATTENDANCE

MAINTENANCE ATTENDANCE

Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

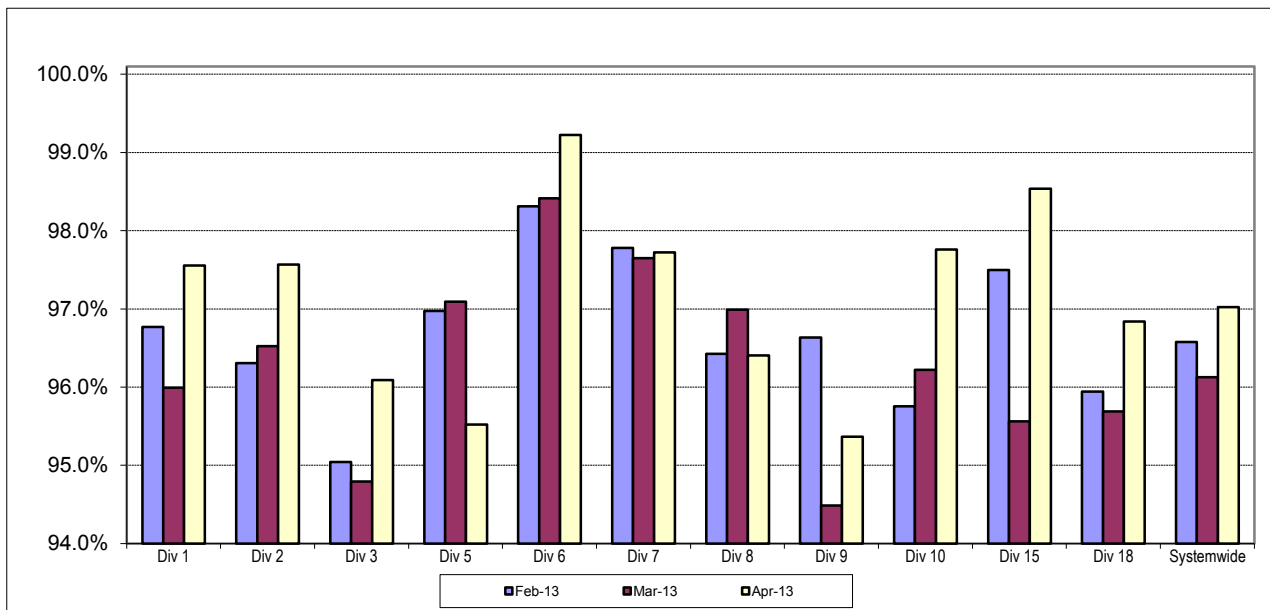
Calculation: $1 - (\text{FTEs absent} / \text{by the total FTEs assigned})$

Systemwide Trend



Higher is better.

Maintenance Attendance - By Divisions (By Current Month) February 2013 - April 2013

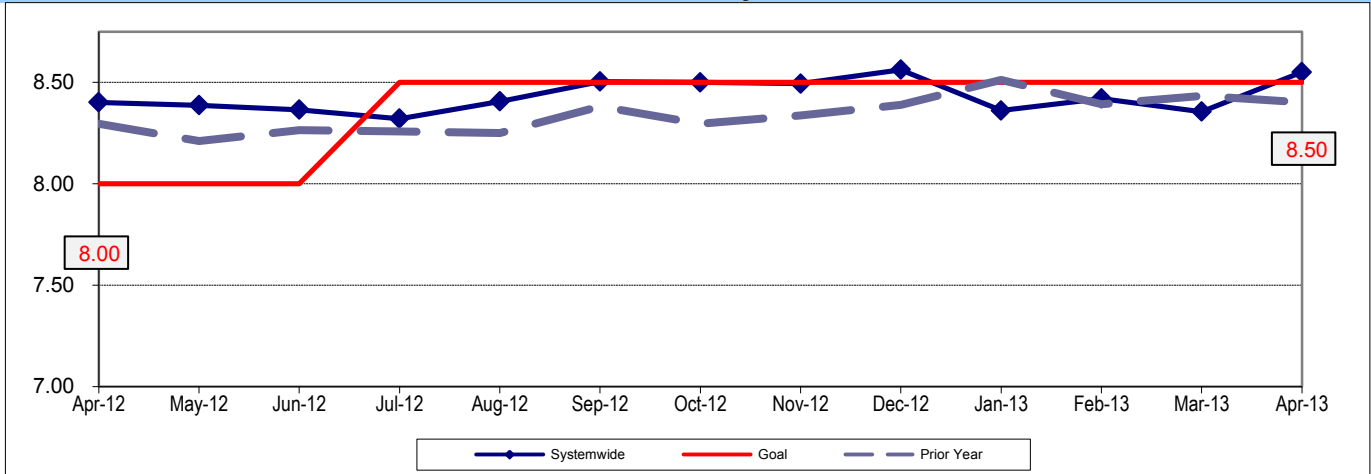


BUS CLEANLINESS

Definition: A team of two Quality Assurance Supervisors inspects and rates ten percent of the fleet at each division per time period. Beginning January 2004, they rate the divisions each month. Each of sixteen categories is examined and assigned a point value as follows: 1-3 = Unsatisfactory; 4-7 = Conditional; 8-10 = Satisfactory. The individual item scores are averaged, unweighted, to produce an overall cleanliness rating.

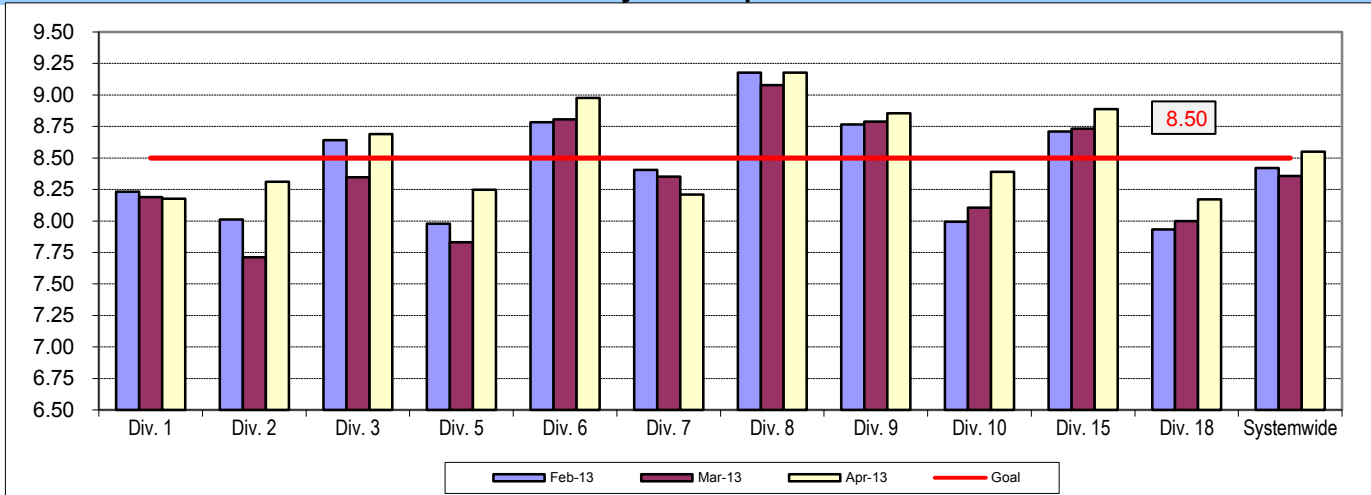
Calculation: Overall Cleanliness Rating = (Total Points Accumulated divided by number of categories)

Bus Cleanliness - Systemwide

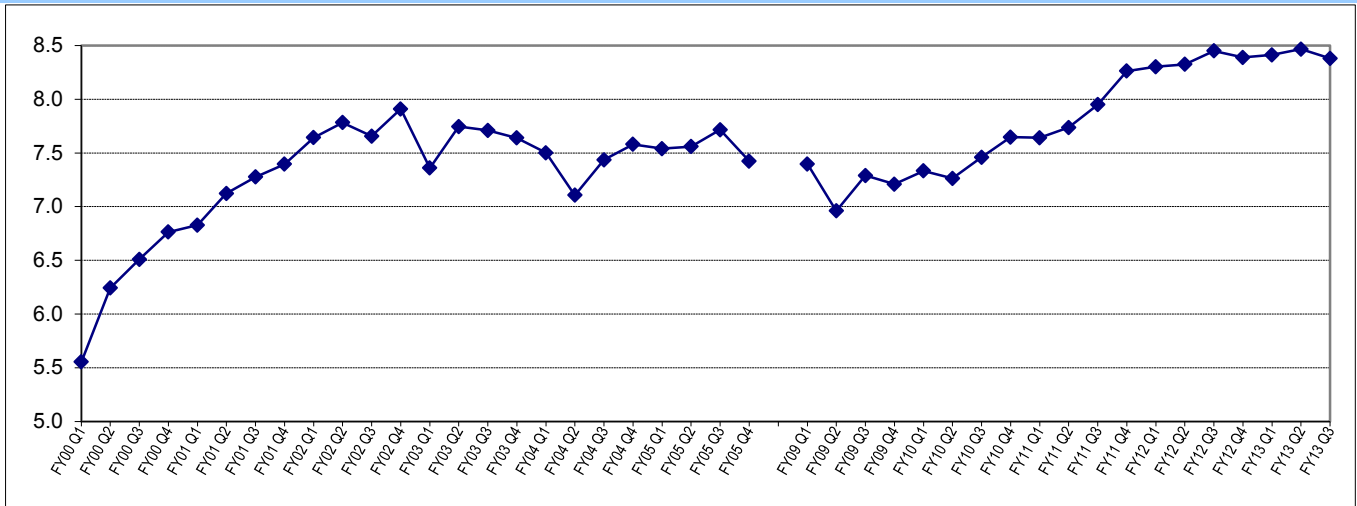


Remaining Above the Goal line is the target.

Cleanliness by Bus Operating Divisions February 2013 - April 2013



Quarterly Systemwide Bus Cleanliness FY01 Q1 - FY13 Q2

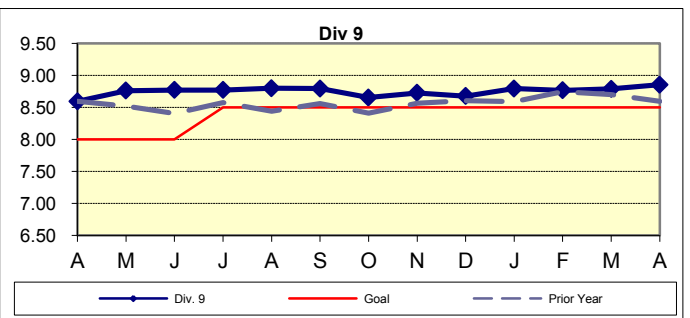
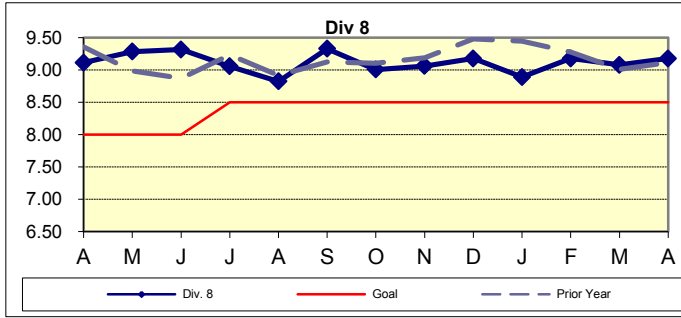
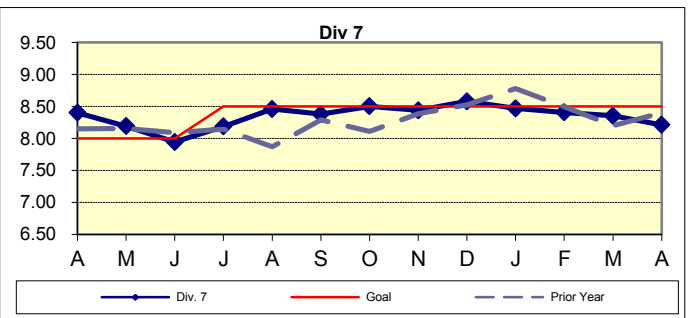
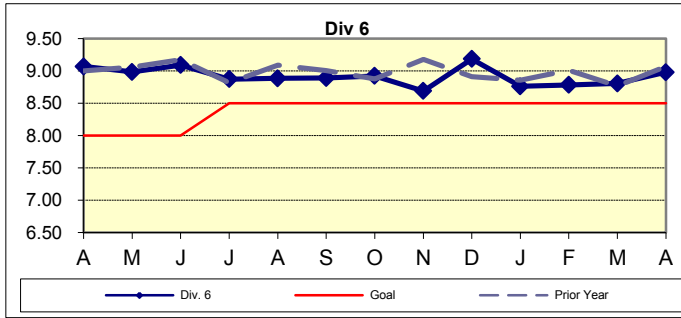
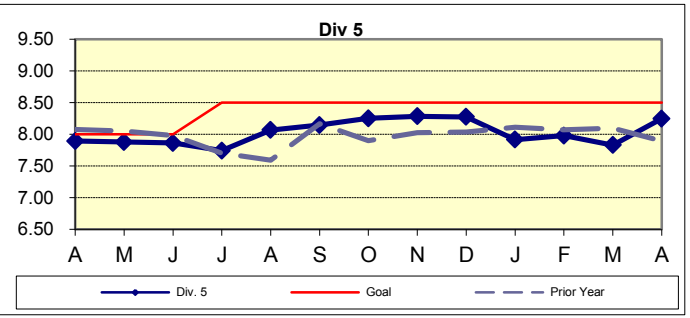
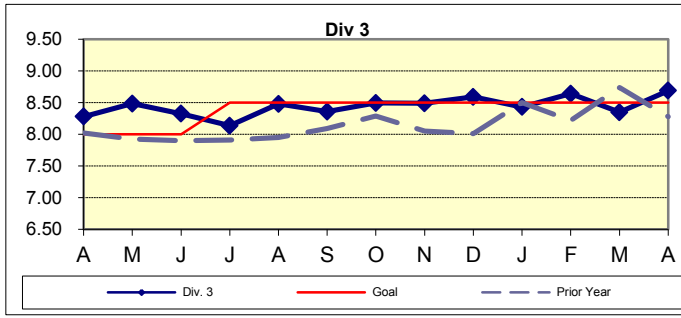
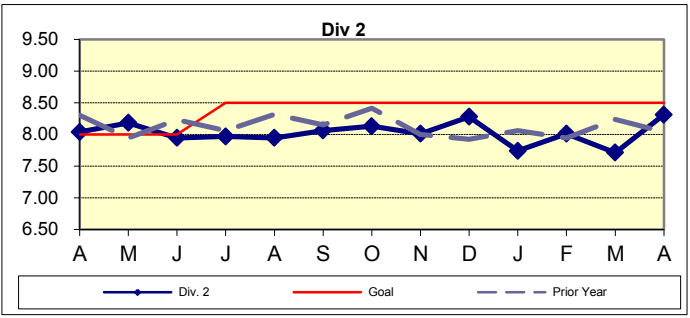
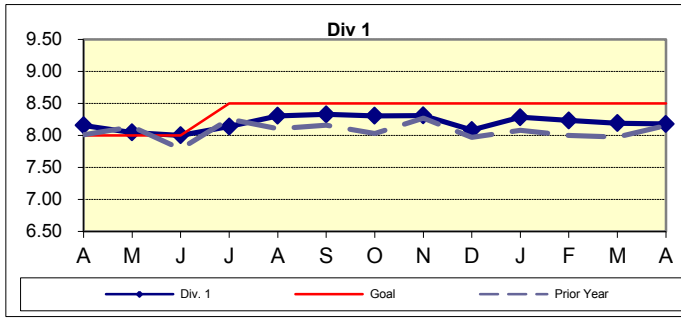


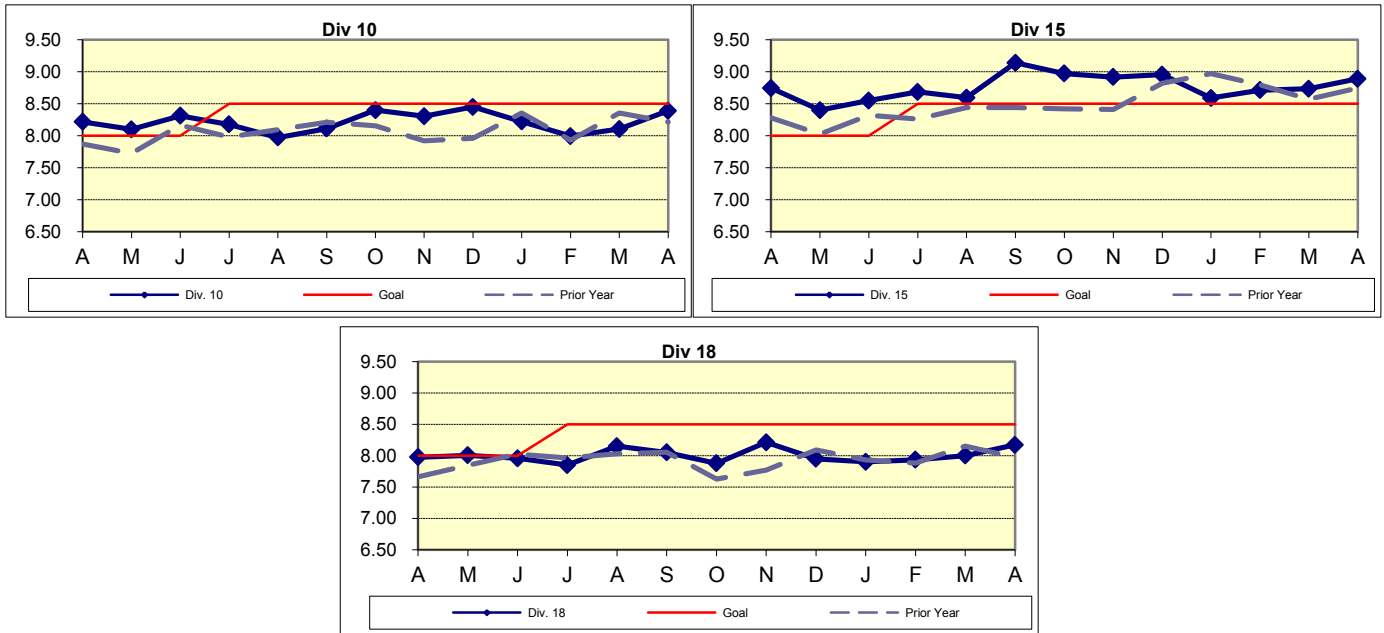
Please note that beginning March 2010, quarterly cleanliness is calculated using monthly data. Prior quarterly data was supplied by QA dept. in a quarterly format.

Remaining Above the Goal line is the target.

Remaining Above the Goal line is the target.

BUS CLEANLINESS - Continued





Metro Rail Scorecard Overview

Metro Rail operates heavy rail lines, Metro Red and Purple Lines, from Union Station to North Hollywood and Union Station to Wilshire/Western. Data for Red and Purple lines are reported under Metro Red line in this report. Metro Rail operates three light rail lines: 1. Metro Blue Line from downtown to Long Beach; 2. Metro Green Line along the 105 freeway; and 3. Metro Gold Line from Pasadena and East Los Angeles. Metro Rail is responsible for the operation of approximately 104 heavy rail cars and 121 light rail cars carrying nearly 5.8 million passengers boarding each year.

This report gives a brief overview of Metro Rail operations:

- * On-Time Pullout Percentage.
- * Mean Miles Between Chargeable Mechanical Failures (MMBMF).
- * In-Service On-Time Performance.
- * Traffic Accidents per 100,000 Train Miles.
- * Complaints per 100,000 Boardings.

| Measurement | FY10 | FY11 | FY12 | FY13 Target | FY13 YTD | FYTD Status | Feb Month | Mar Month | Apr Month |
|--|--------|--------|--------|-------------|----------|-------------|---|-----------|-----------|
| New Workers' Compensation Indemnity Claims per 200,000 Exposure Hours * | 8.54 | 9.73 | 8.18 | 7.36 | 8.53 | ◇ | 6.80 | 4.82 | 9.62 |
| * Data reflects updated data for each month. | | | | | | | <i>W.C. now reflects current month's data. No data lag.</i> | | |
| Metro Red Line (MRL) | | | | | | | | | |
| On-Time Pullouts | 99.55% | 99.86% | 99.60% | 99.00% | 99.53% | ● | 100.00% | 99.57% | 99.34% |
| Mean Miles Between Chargeable Mechanical Failures | 38,771 | 34,194 | 35,939 | 36,000 | 61,923 | ● | 45,128 | 33,747 | 150,751 |
| In-Service On-time Performance | 99.54% | 99.69% | 99.45% | 98.00% | 99.35% | ● | 99.50% | 99.07% | 99.41% |
| Traffic Accidents Per 100,000 Train Miles | 0.00 | 0.29 | 0.00 | 0.06 | 0.23 | ■ | 0.00 | 0.00 | 0.83 |
| Complaints per 100,000 Boardings ** | 0.41 | 0.51 | 0.56 | 0.56 | 0.24 | ● | 0.31 | 0.33 | 0.19 |
| <i>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</i> | | | | | | | | | |
| Metro Blue Line (MBL) | | | | | | | | | |
| On-Time Pullouts | 99.71% | 99.10% | 99.48% | 98.00% | 99.29% | ● | 99.75% | 99.65% | 100.00% |
| Mean Miles Between Chargeable Mechanical Failures | 20,830 | 14,194 | 13,940 | 15,000 | 15,962 | ● | 16,701 | 21,125 | 20,927 |
| In-Service On-time Performance | 98.81% | 99.11% | 98.31% | 98.00% | 95.40% | ◇ | 94.70% | 95.87% | 96.98% |
| Traffic Accidents Per 100,000 Train Miles | 1.45 | 1.76 | 1.35 | 1.35 | 1.45 | ◇ | 1.34 | 0.58 | 2.38 |
| Complaints per 100,000 Boardings ** | 0.80 | 0.81 | 1.22 | 1.08 | 0.97 | ◇ | 0.91 | 0.89 | 0.59 |
| <i>* At this time Expo Mechanical Failures and Pull Outs cannot be separated from Blue Line so they are reported combined for reporting purposes in Blue Line.</i> | | | | | | | | | |
| <i>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</i> | | | | | | | | | |
| Metro Expo Line (MExL) | | | | | | | | | |
| On-Time Pullouts (Expo Pull Outs are Included in Blue Line Pull Outs) | | | | | | | | | |
| Mean Miles Between Chargeable Mechanical Failures (Expo MMBCMF are Included in Blue Line MMBCMF) | | | | | | | | | |
| In-Service On-time Performance | | | | 98.00% | 98.33% | ● | 99.18% | 99.28% | 96.87% |
| Traffic Accidents Per 100,000 Train Miles | | | | 1.35 | 0.41 | ● | 0.00 | 0.00 | 0.00 |
| Complaints per 100,000 Boardings ** | | | | 1.08 | 2.40 | ■ | 1.25 | 1.67 | 1.43 |
| <i>* At this time Expo Mechanical Failures and Pull Outs cannot be separated from Blue Line so they are reported combined for reporting purposes in Blue Line.</i> | | | | | | | | | |
| <i>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</i> | | | | | | | | | |

| Metro Green Line (MGrL) | | | | | | | | | |
|--|--------|--------|---------|--------|--------|--|---------|---------|---------|
| On-Time Pullouts | 99.89% | 99.85% | 99.87% | 98.00% | 99.68% | | 99.23% | 100.00% | 100.00% |
| Mean Miles Between Chargeable Mechanical Failures | 13,599 | 11,831 | 14,708 | 16,000 | 12,383 | | 10,371 | 11,304 | 22,251 |
| In-Service On-time Performance | 99.26% | 99.50% | 98.86% | 98.00% | 97.89% | | 98.29% | 97.63% | 98.56% |
| Traffic Accidents Per 100,000 Train Miles | 0.00 | 0.07 | 0.07 | 0.06 | 0.17 | | 0.90 | 0.00 | 0.00 |
| Complaints per 100,000 Boardings ** | 0.76 | 1.13 | 1.06 | 1.01 | 0.62 | | 0.28 | 0.35 | 0.63 |
| <i>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</i> | | | | | | | | | |
| Metro Gold Line (MGoL) | | | | | | | | | |
| On-Time Pullouts | 99.86% | 99.99% | 100.00% | 98.00% | 99.92% | | 100.00% | 100.00% | 99.87% |
| Mean Miles Between Chargeable Mechanical Failures | 16,151 | 21,097 | 18,017 | 23,000 | 27,877 | | 21,118 | 18,773 | 33,505 |
| In-Service On-time Performance | 99.12% | 99.58% | 98.68% | 98.00% | 98.48% | | 98.92% | 97.85% | 96.95% |
| Traffic Accidents Per 100,000 Train Miles | 0.82 | 0.61 | 0.42 | 0.41 | 0.13 | | 0.00 | 0.00 | 0.00 |
| Complaints per 100,000 Boardings ** | 1.68 | 1.22 | 1.21 | 1.19 | 0.67 | | 0.39 | 0.81 | 0.63 |
| <i>** Beginning in FY13, only Operations-Related Rail Complaints will be counted per 100k Boardings.</i> | | | | | | | | | |

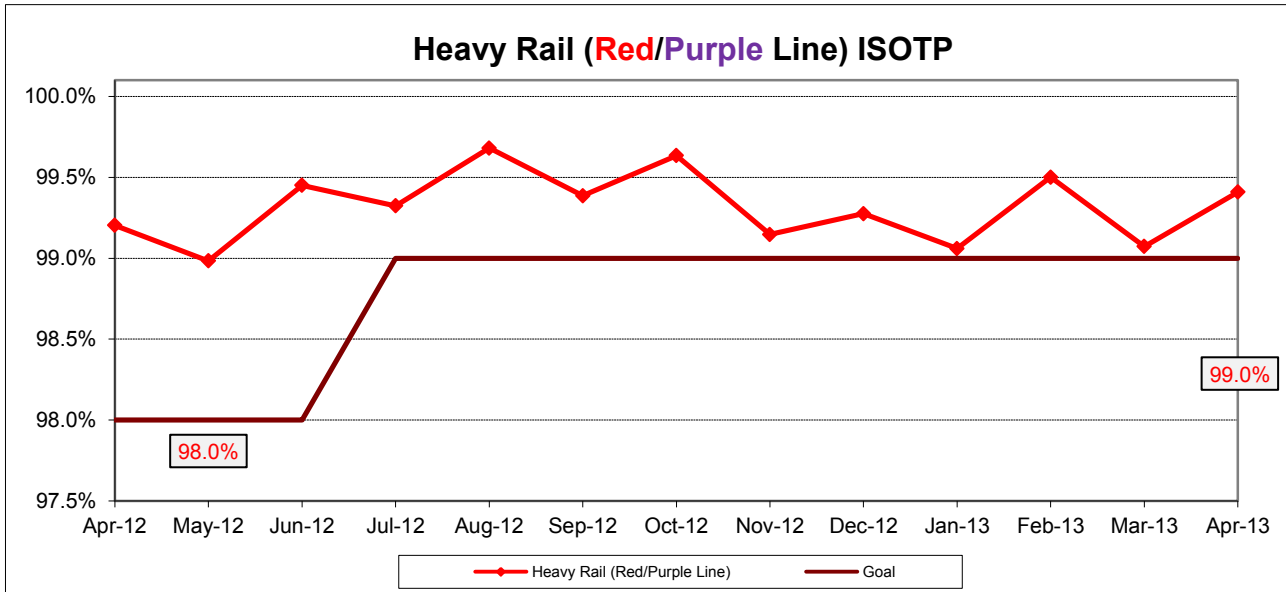
- Green - High probability of achieving the target (on track). Meets Target at 100% or better.
- Yellow - Uncertain if the target will be achieved -- slight problems, delays or management issues. Falls below Target 70 - 99%.
- Red - High probability that the target will not be achieved -- significant problems and/or delays. Falls below Target >70%.

RAIL SERVICE PERFORMANCE

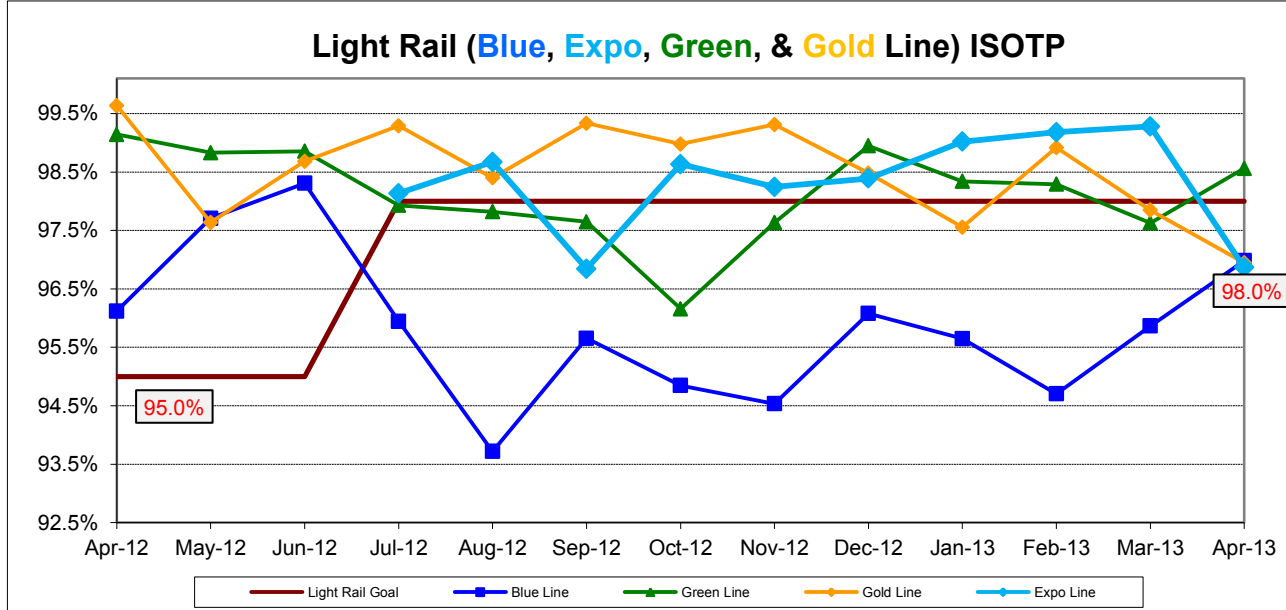
IN-SERVICE ON-TIME PERFORMANCE (ISOTP)

Definition: In-Service On-Time Performance measures the percentage of trains leaving all timecheck points on any run no earlier than thirty seconds, nor later than 5 minutes of the scheduled time. The higher the number, the more reliable the service.

Calculation: ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs) X by 100]



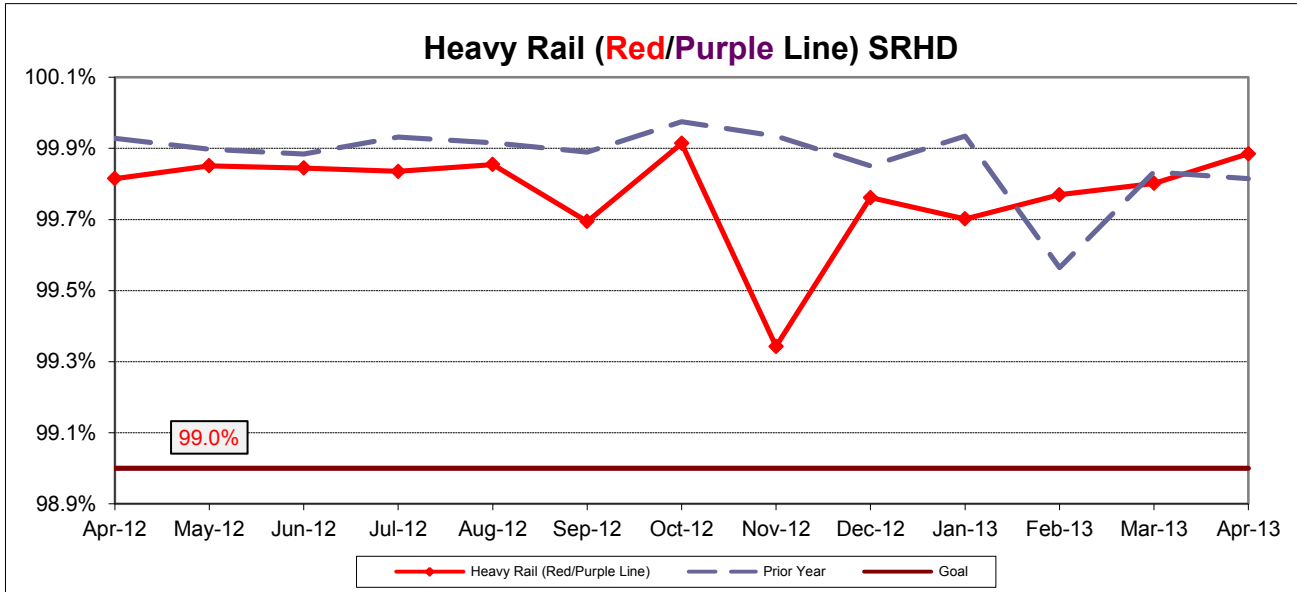
Remaining Above the Goal line is the target.



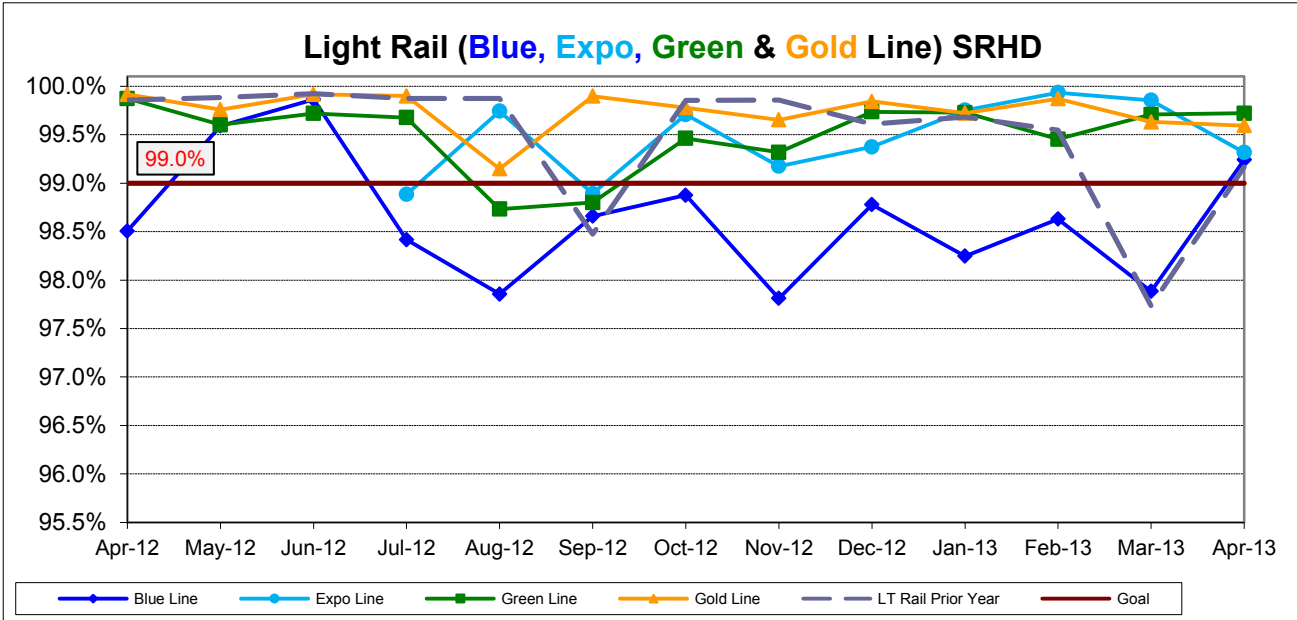
Scheduled Revenue Hours Delivered (SRHD) by Rail Line

Definition: This performance indicator measures the percentage of scheduled Revenue Service Hours delivered after subtracting cancellations, outlates and in-service delays.

Calculation: $SRS\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



Remaining At the Goal line is the target.

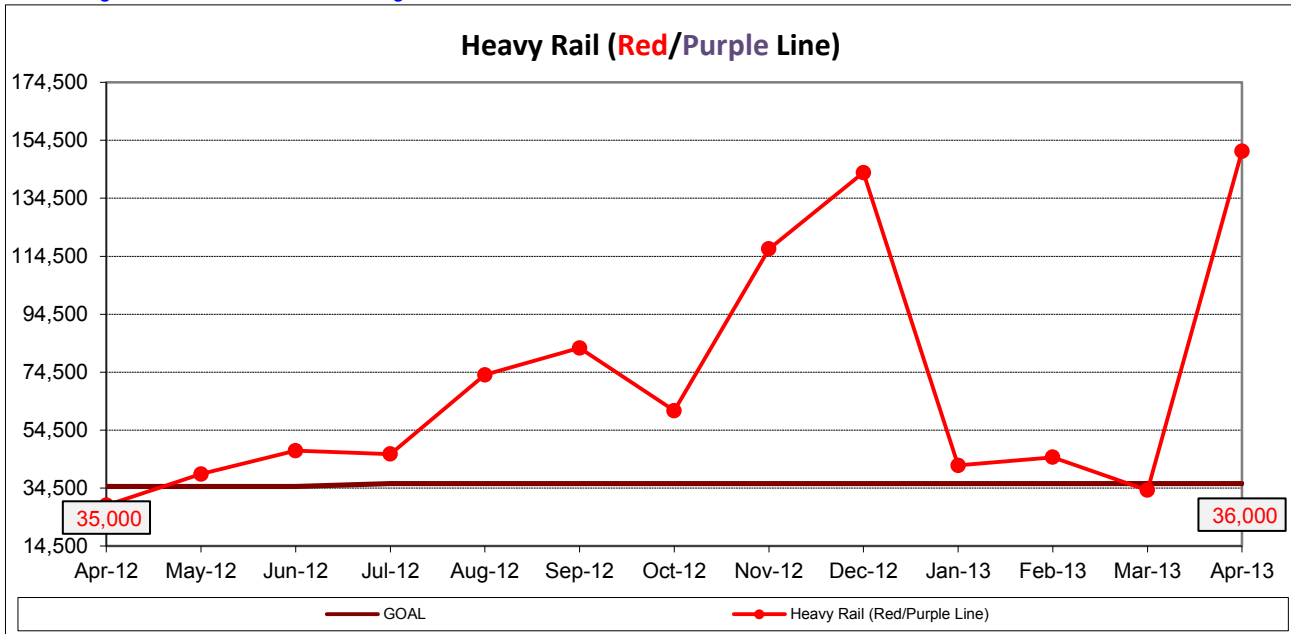


Mean Miles Between Chargeable Mechanical Failures

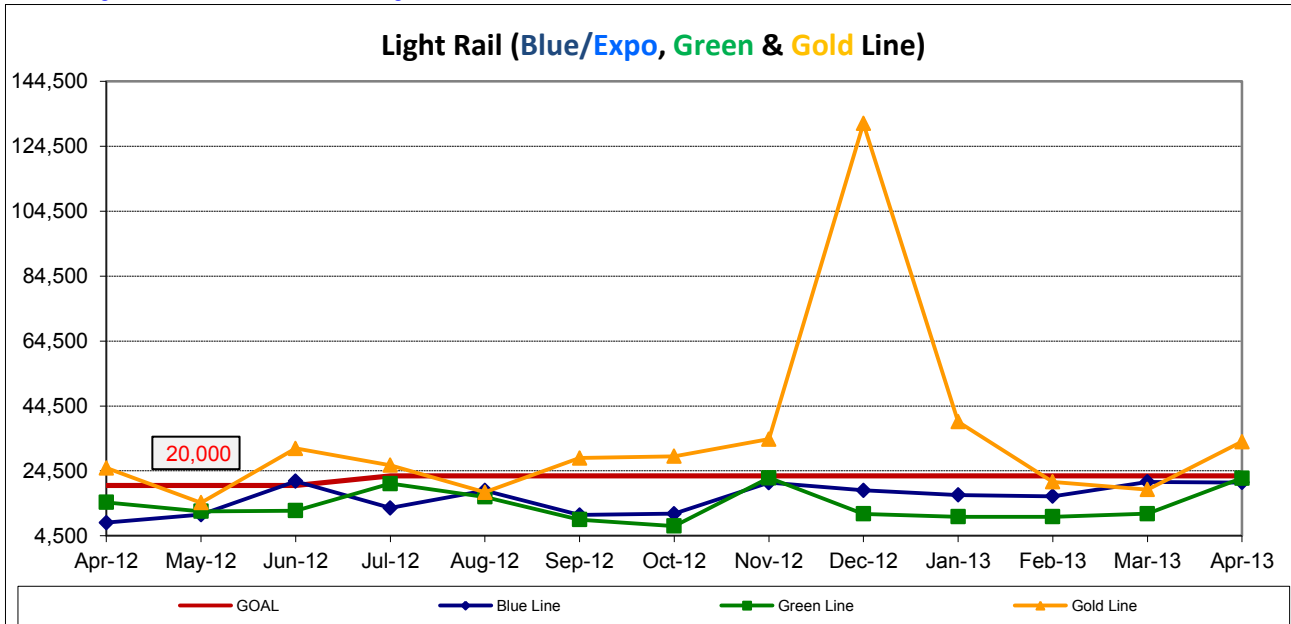
Definition: Mean vehicle miles between Revenue Vehicle Failures. NTD defined Revenue Vehicle Failures are vehicle systems failures that occur in revenue service and during deadhead miles in which the vehicle did not complete its scheduled revenue trip or in which the vehicle did not start its next scheduled revenue trip.

Calculation: $MVMBRVF = \text{Total Vehicle Miles} / \text{Revenue Vehicle Systems Failures}$

Remaining Above the Goal line is the target.



Remaining Above the Goal line is the target.



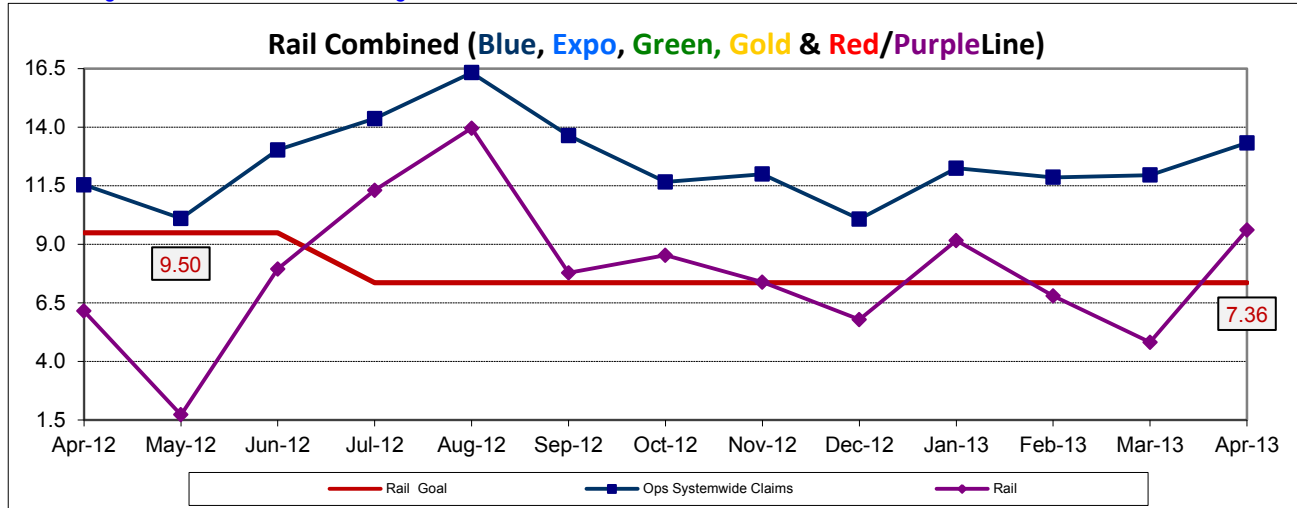
NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS

Definition: Average number of new workers compensation indemnity claims filed per 200,000 exposure hours. Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time. This indicator measures safety.

Calculation: New workers' compensation indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure Hours/200,000)

One month lag in reporting.

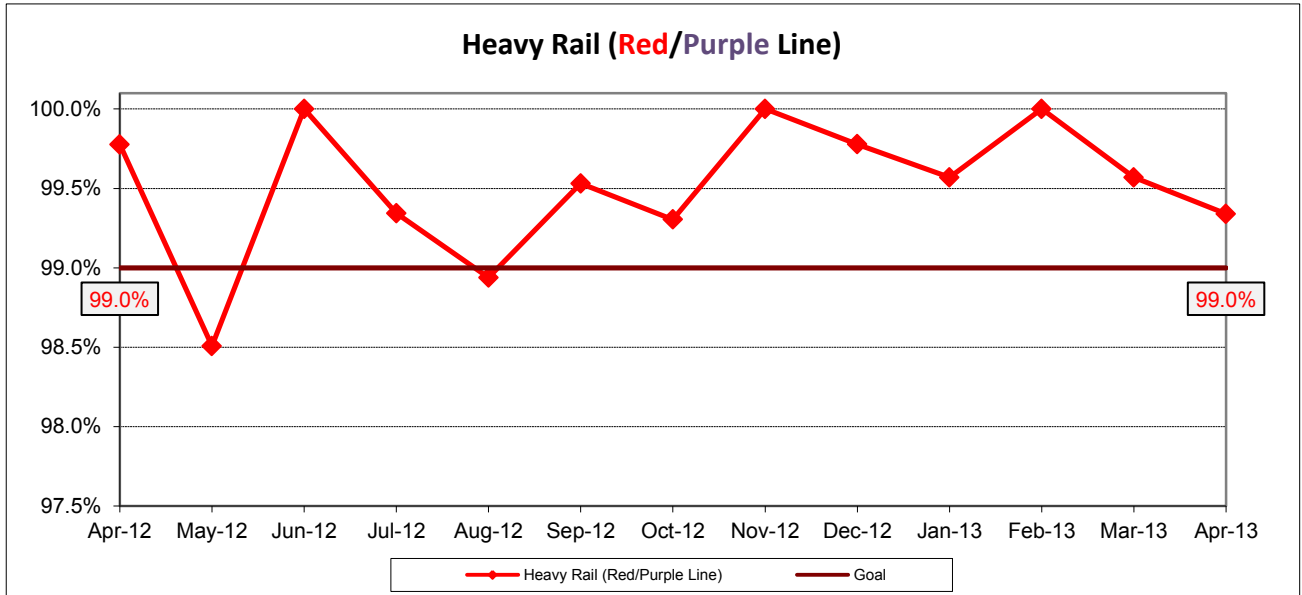
Remaining Below the Goal line is the target.



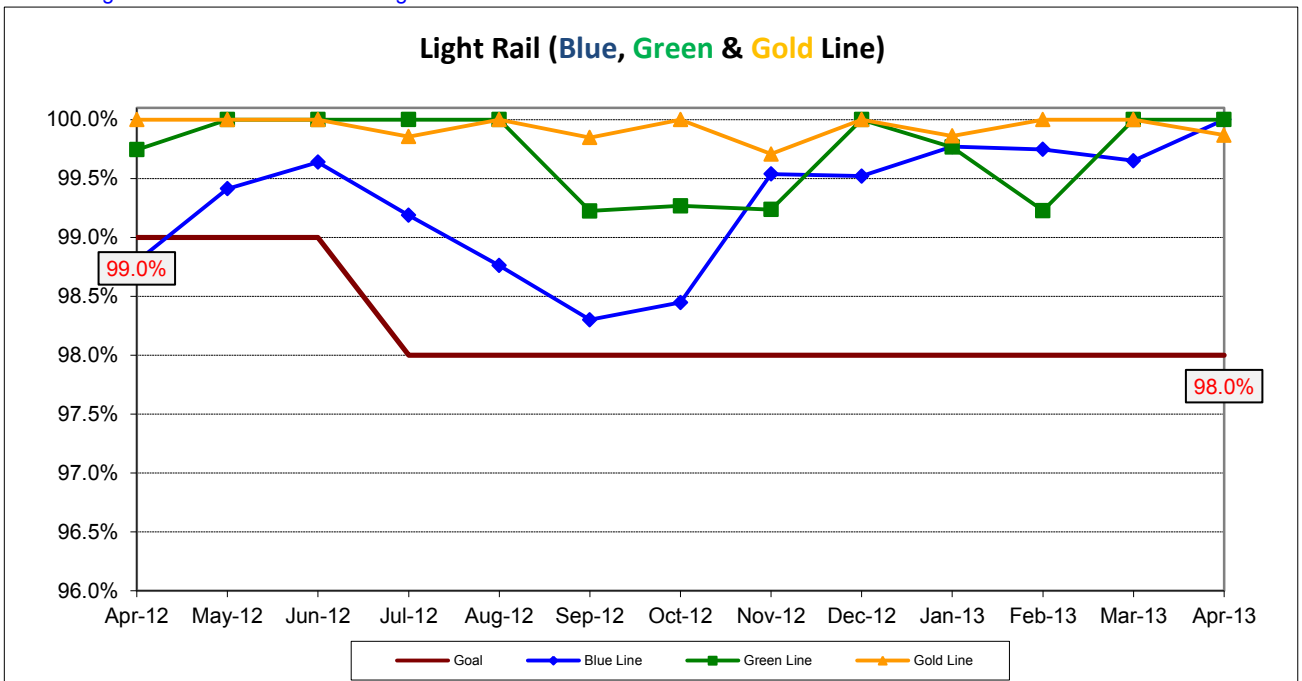
ON-TIME PULLOUTS (OTP)

Definition: On-time Pullouts measures the percentage of trains leaving the yard within ninety seconds of the scheduled pullout time. The higher the number, the more reliable the service.

Calculation: $OTP\% = [(100\% - [(Total\ cancelled\ pullouts\ plus\ late\ pullouts) / by\ Total\ scheduled\ pullouts]) \times 100]$



Remaining Above the Goal line is the target.



SAFETY PERFORMANCE

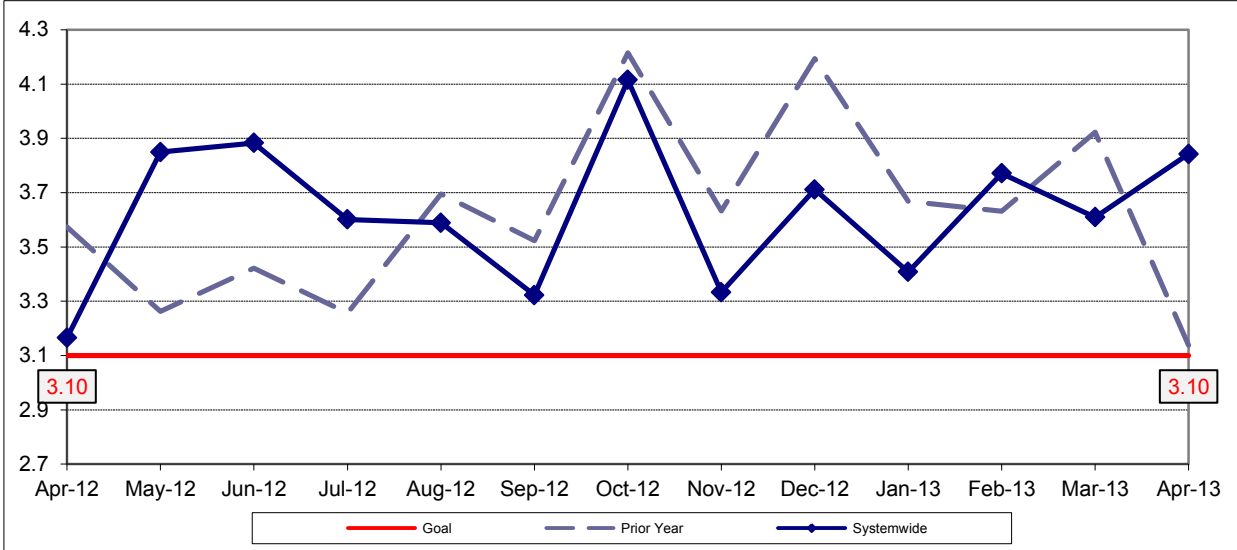
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

Definition: Average number of Traffic Accidents for every 100,000 Hub Miles traveled. This indicator measures system safety.

Calculation: Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))

Systemwide Trend

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

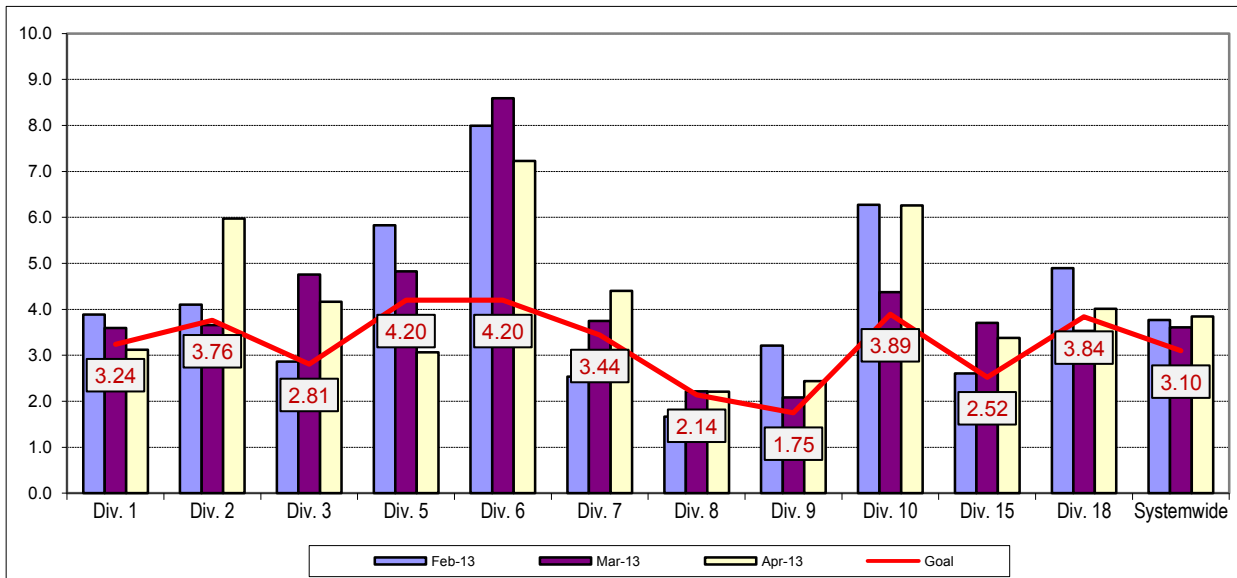


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports. As of Aug. '07, Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.

Remaining Below the Goal line is the target.

Hub Miles were restated by Fleet Mgmt from June '12 through January '13. Indicators using Hub Mile data were revised.

Bus Operating Divisions - by Divisions February 2013 - April 2013

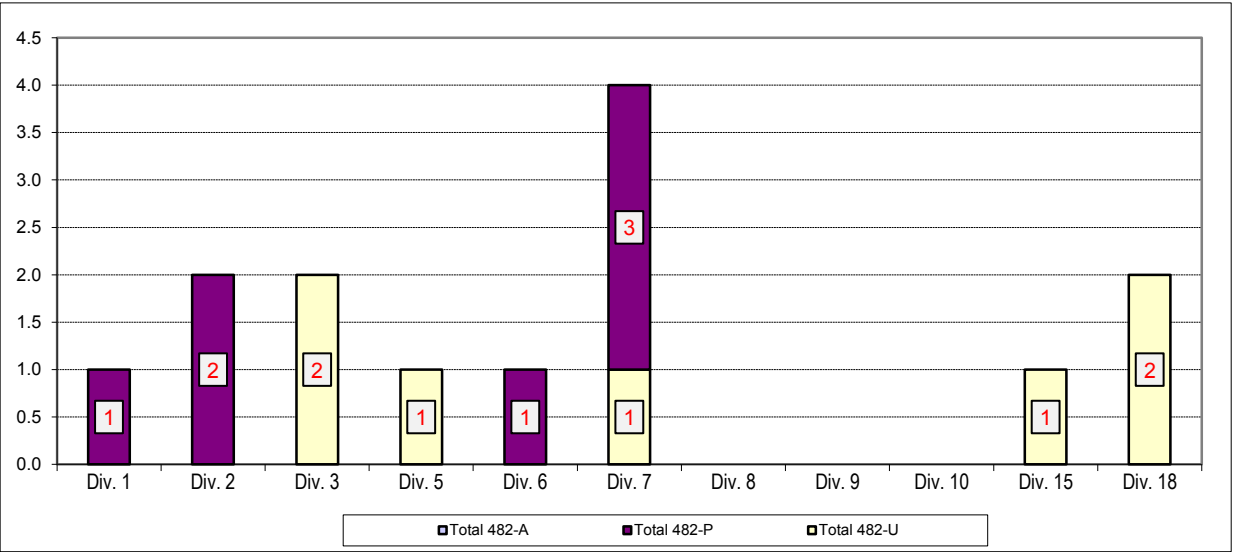


Number of 482 Accidents in Vehicle Accident Management System (VAMS) Download by Avoidable (A), Pending (P) or Unavoidable (U) Bus Operating Divisions

Definition: Number of accidents that are coded 482 "alleged" accidents in prior 13 months and the accident determination as avoidable (A), pending investigation (P) or unavoidable (U).

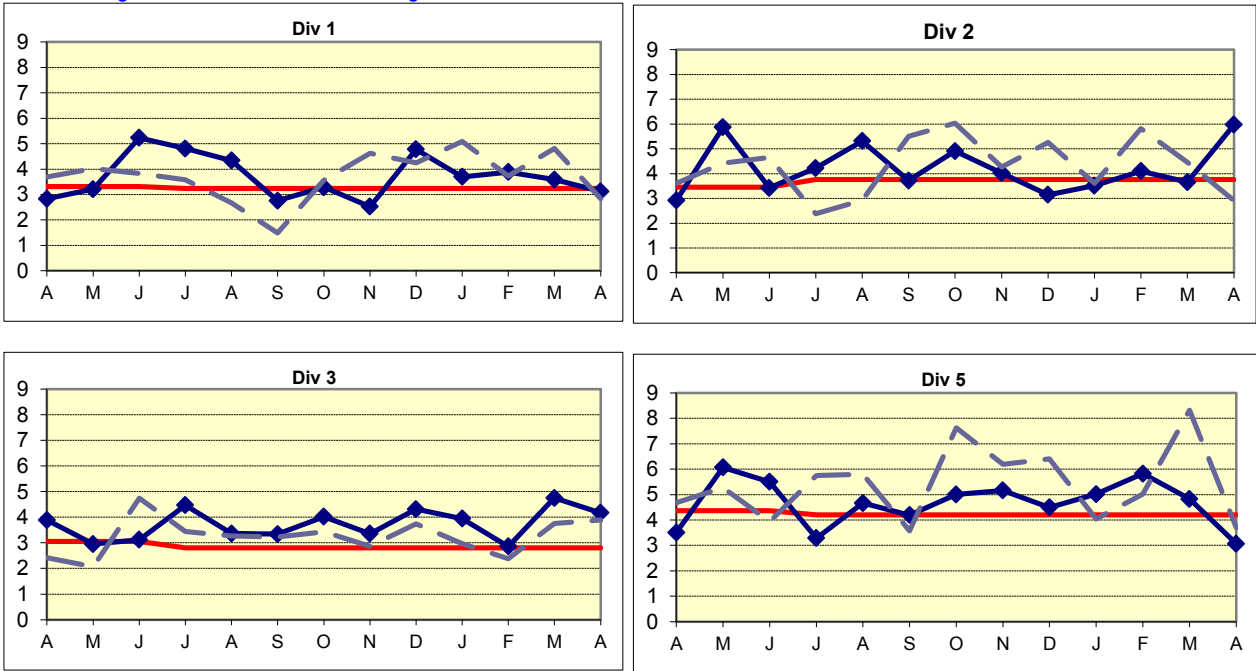
Calculation: Number of accidents in prior 13 months coded 482 "alleged" in the categories of A, P or U.

NOTE: Accident code 482 (alleged accidents) has been excluded from "Accidents per 100,000 Hub Miles" calculation per management decision.



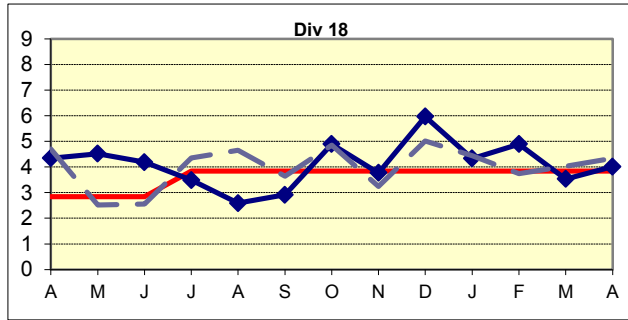
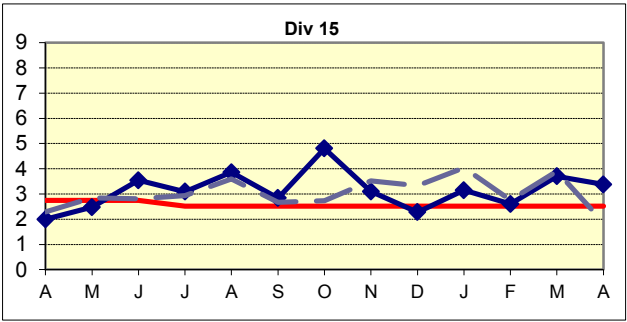
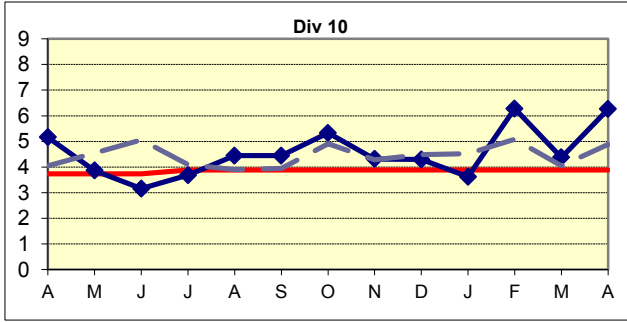
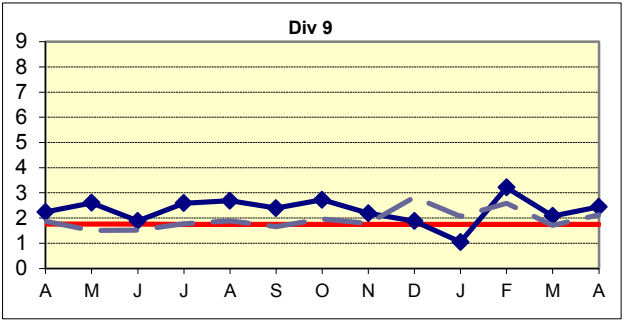
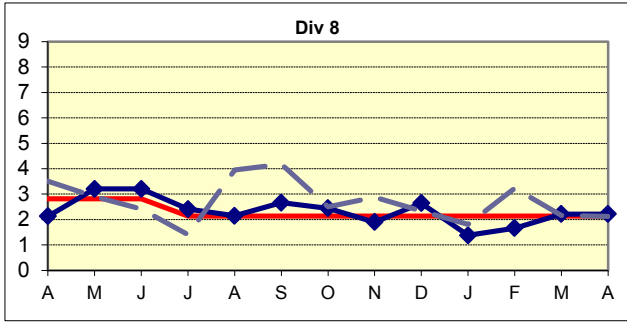
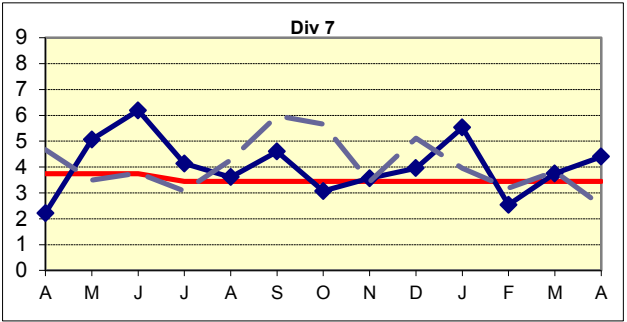
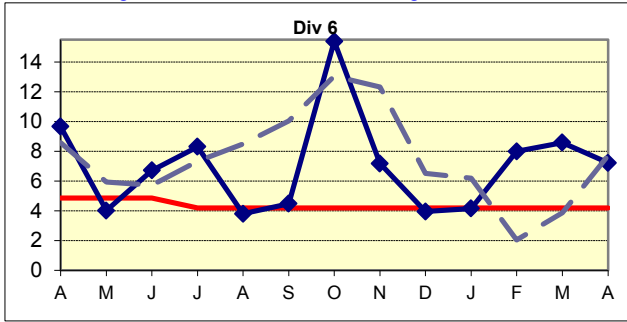
BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES Bus Operating Divisions

Remaining Below the Goal line is the target.



BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES
Bus Operating Divisions

Remaining Below the Goal line is the target.

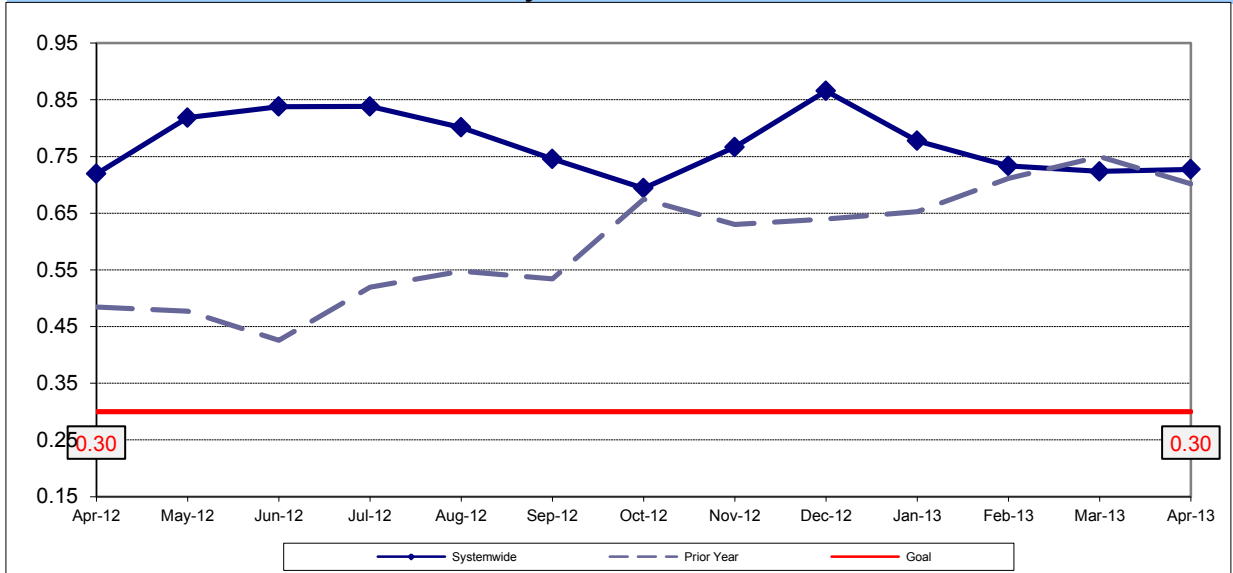


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

Definition: Average number of Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.

Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Passengers Accidents / by (Boardings / by 100,000))

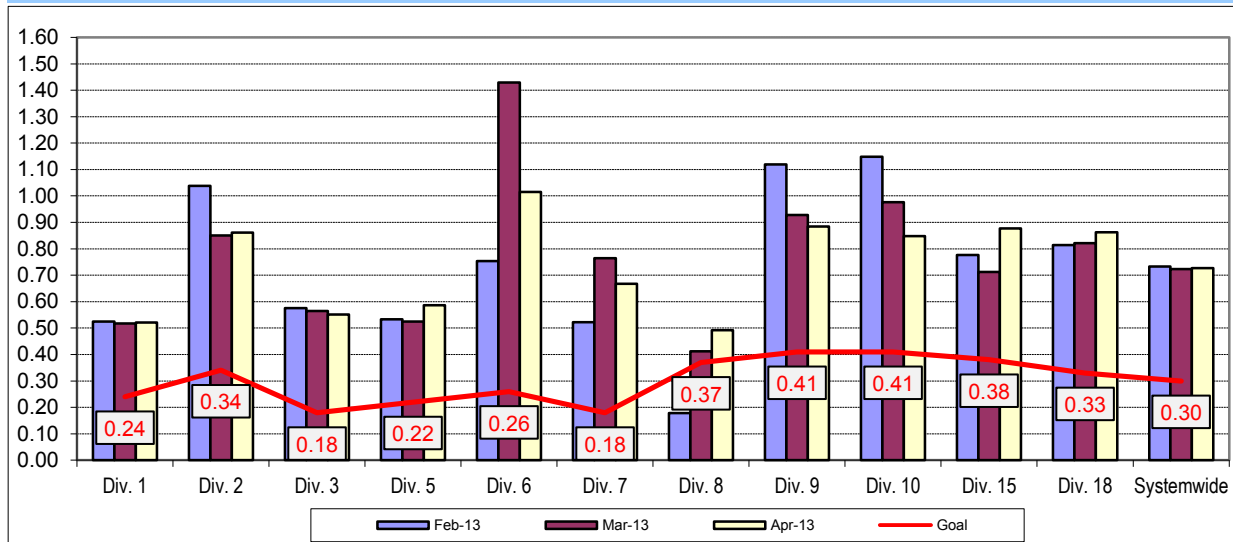
Systemwide Trend



Remaining Below the Goal line is the target.

Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.

**Bus Operating Divisions - by Divisions
February 2013 - April 2013**



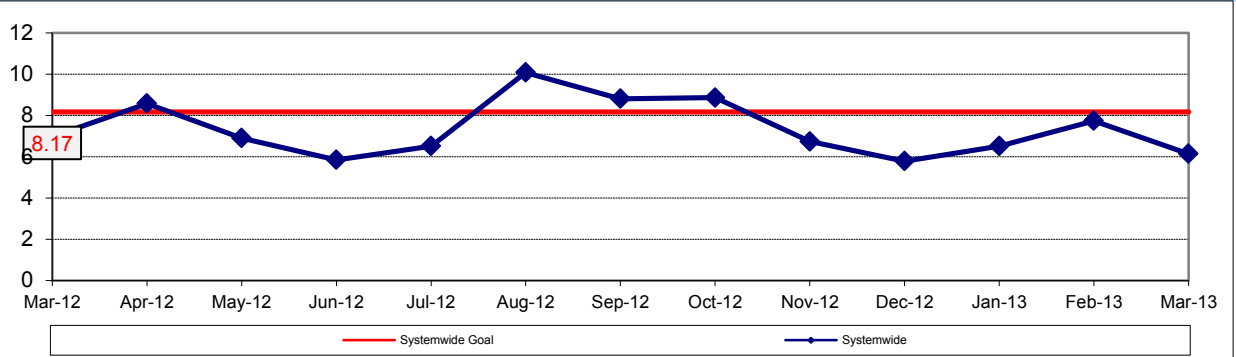
OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RECORDABLE INJURIES PER 200,000 EXPOSURE HOURS

Definition: Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid.

Calculation: Number of OSHA Injuries / Illnesses Filed / (Exposure Hours / 200,000)

One month lag from current month

Operations OSHA Injuries Trend

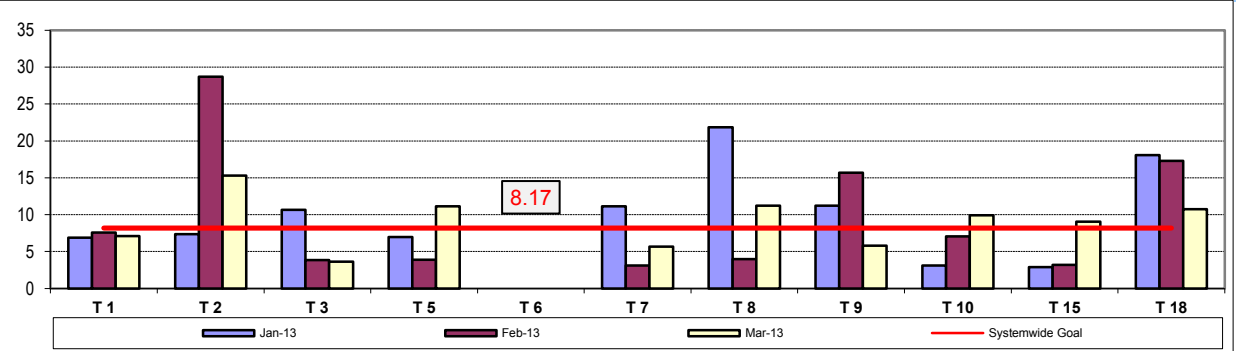


Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of injuries and late filing of reports.

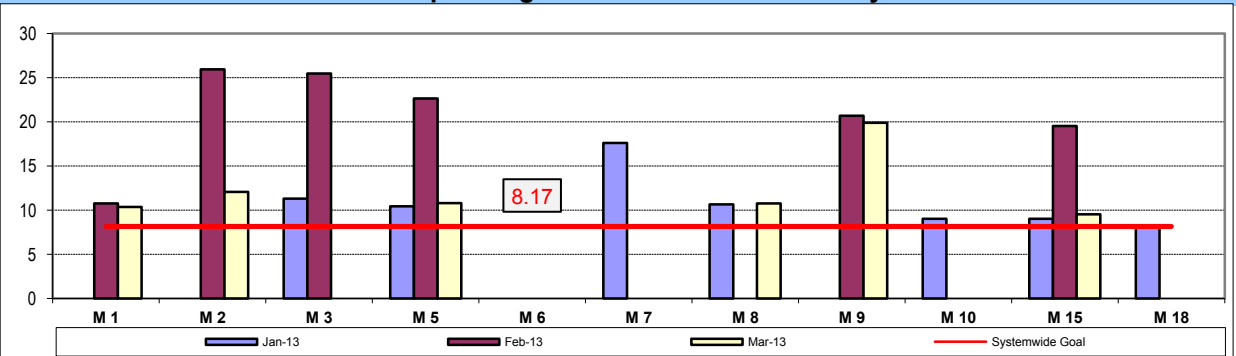
Remaining Below the Goal line is the target.

One month lag from current month

OSHA: Bus Operating Transportation Divisions - by Division January 2013 - March 2013



OSHA: Bus Operating Maintenance Divisions - by Division



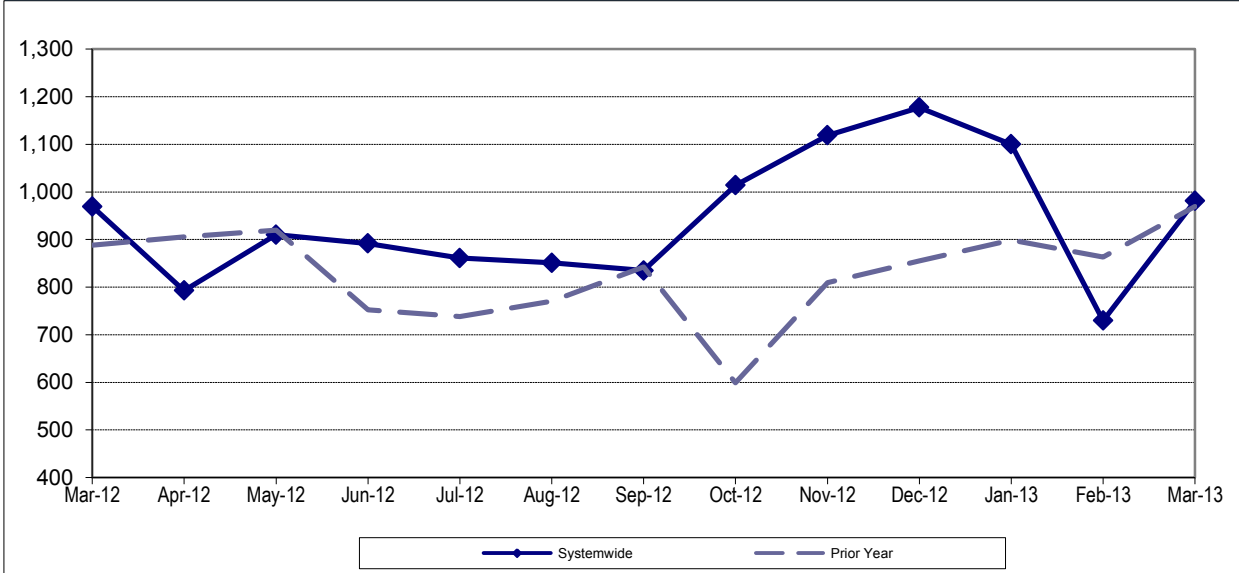
LOST WORK DAYS (LWD) PAID PER 200,000 EXPOSURE HOURS

Definition: Number of paid working days lost due to employees workers' compensation injuries each month per 200,000 exposure hours.

Calculation: (Total Temporary Disability Benefit Payments / Estimated TD Benefit Rate) x (5/7) / (Number of Exposure Hours / 200,000)

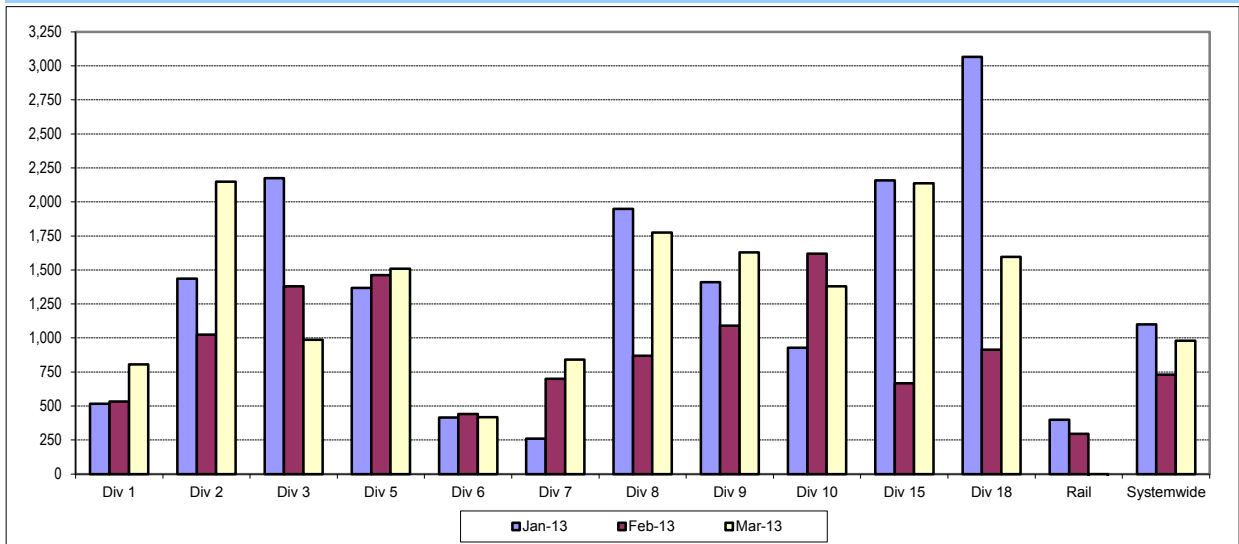
One month lag from current month

LWD Systemwide Trend



One month lag from current month

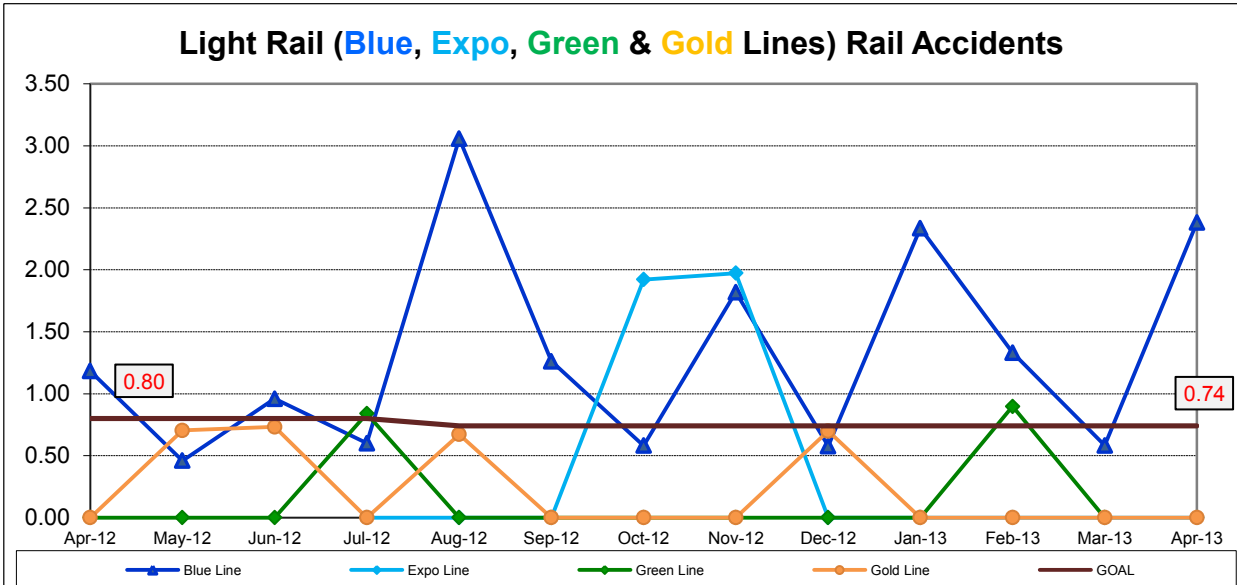
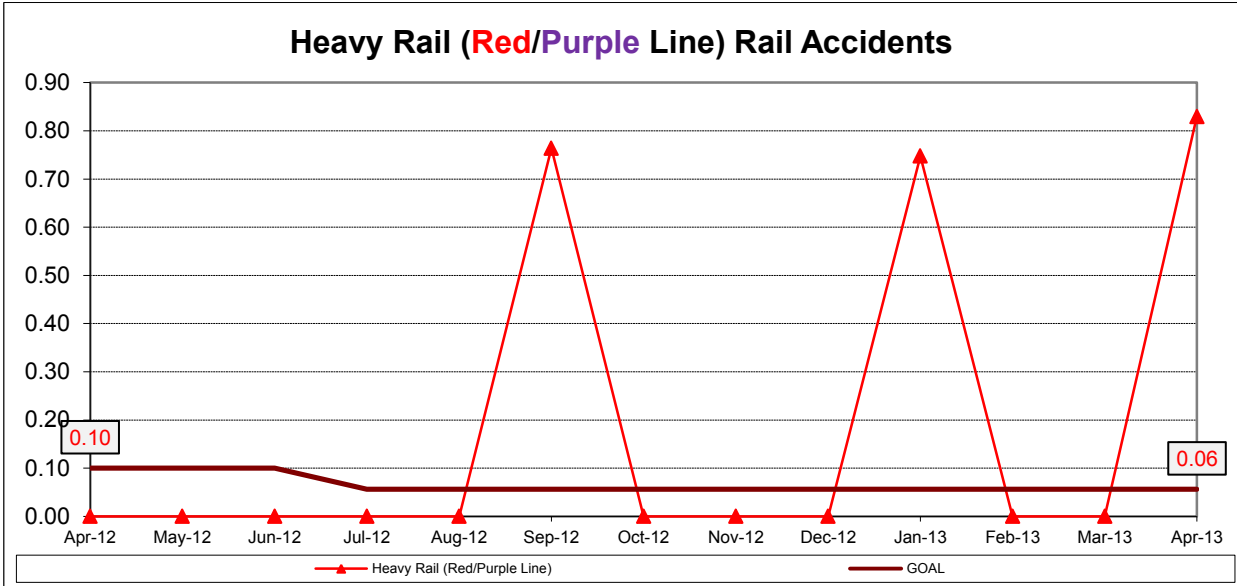
**LWD/200,000 Exposure Hours per Operating Divisions - by Bus and Rail Division
January 2013 - March 2013**



RAIL ACCIDENTS PER 100,000 REVENUE TRAIN MILES (PUC Reportable)

Definition: Average number of Rail Accidents for every 100,000 Revenue Train Miles traveled. This indicator measures system safety.

Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))

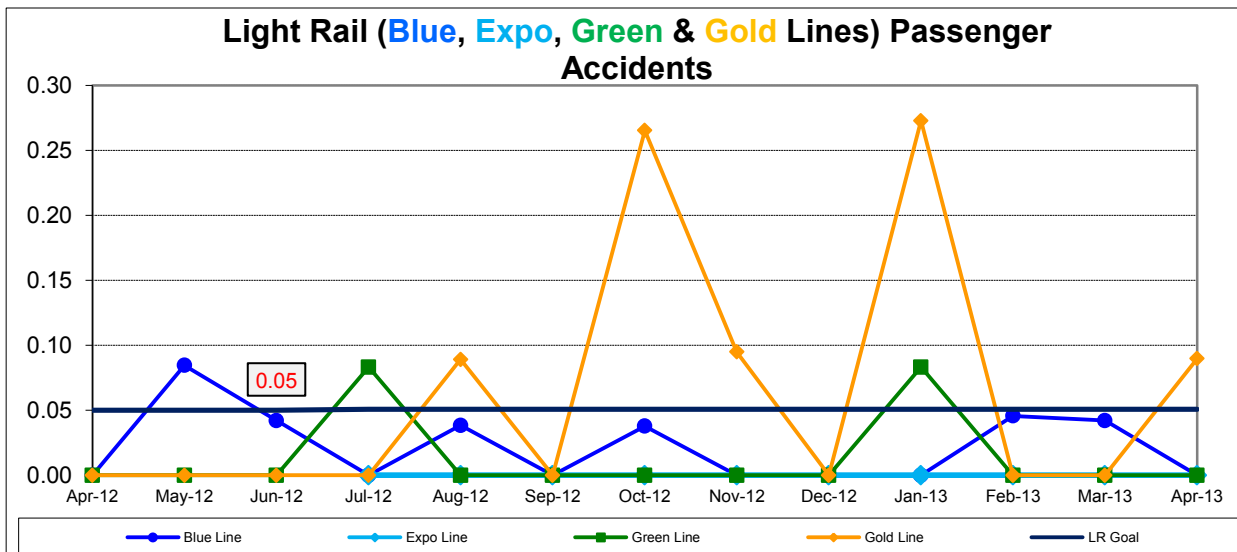
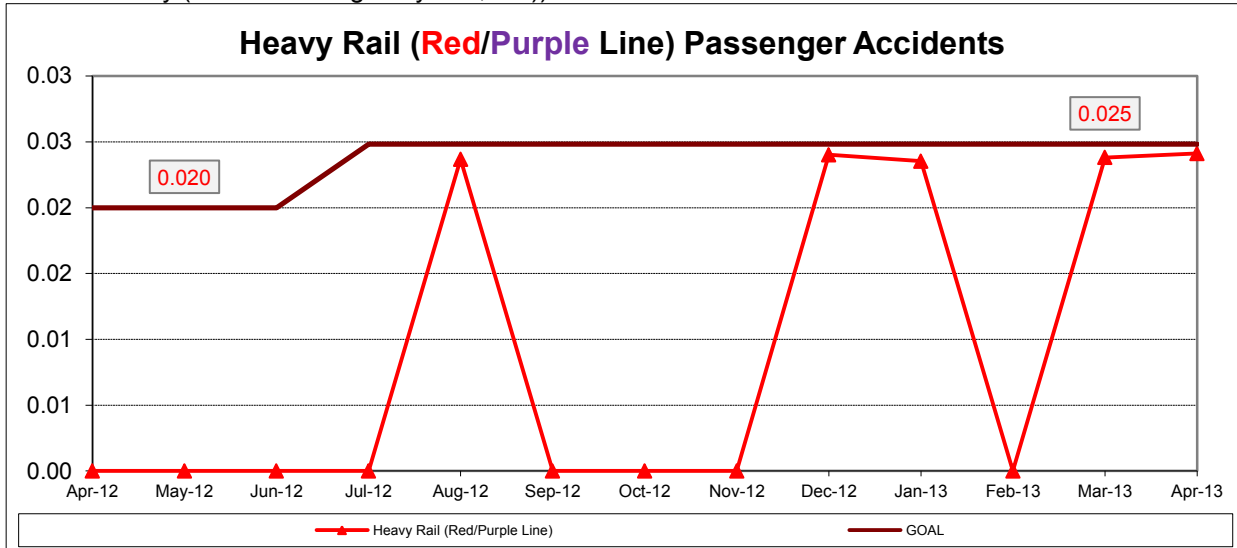


Remaining Below the Goal line is the target.

RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS*

Definition: Average number of Rail Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.

Calculation: Rail Passenger Accidents Per 100,000 Boardings = (The number of Rail Passenger Accidents / by (Train Boardings / by 100,000))



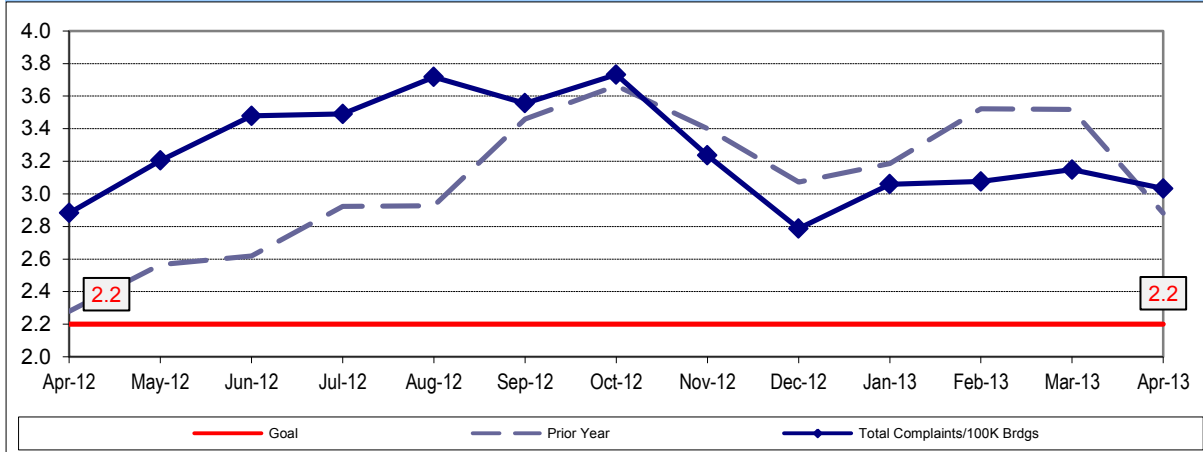
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

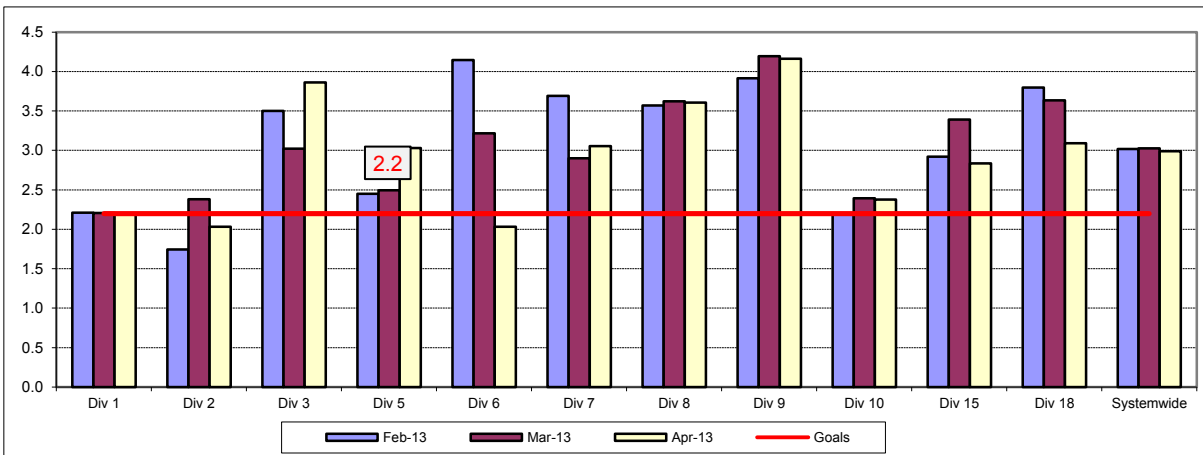
Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

Systemwide Trend



Remaining Below the Goal line is the target.

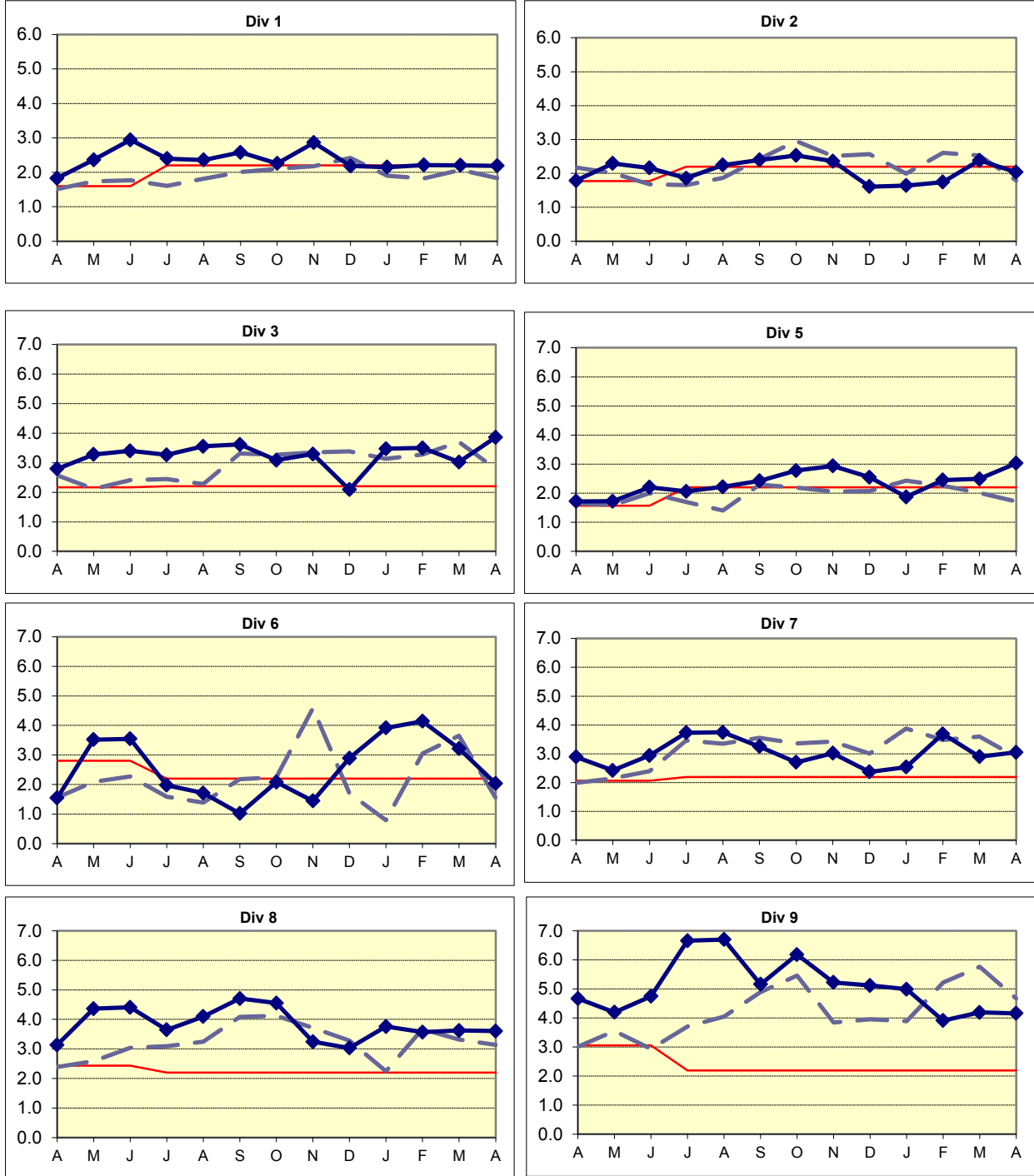
Bus Operating Divisions, by Divisions February 2013 - April 2013



COMPLAINTS PER 100,000 BOARDINGS

◆ Current Year
 - - - Prior Year
 — Goal

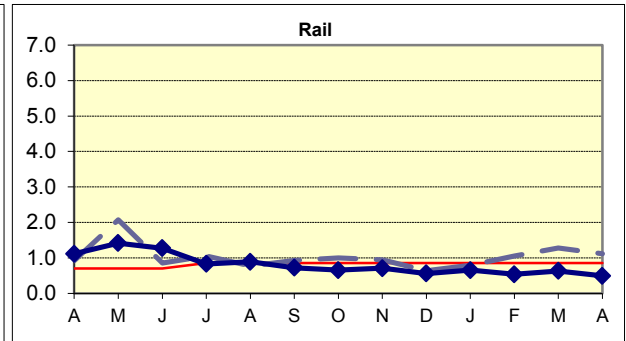
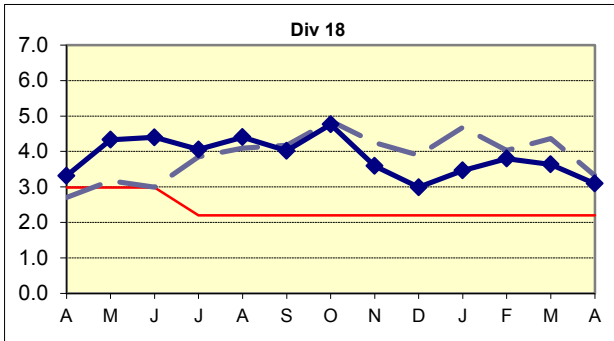
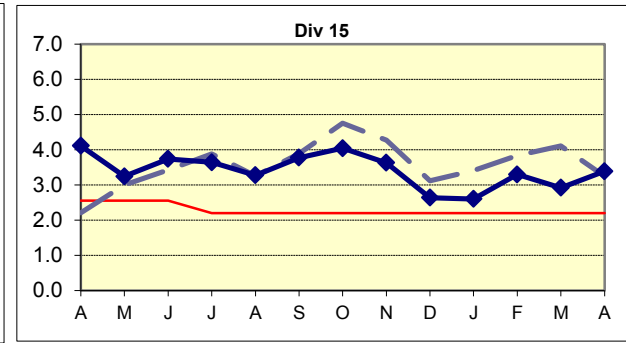
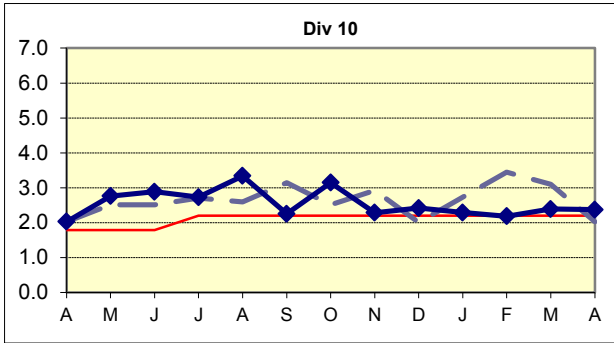
Remaining Below the Goal line is the target.



◆ Current Year - - - Prior Year — Goal

Remaining Below the Goal line is the target.

COMPLAINTS PER 100,000 BOARDINGS - Continued



WORKERS COMPENSATION CLAIMS

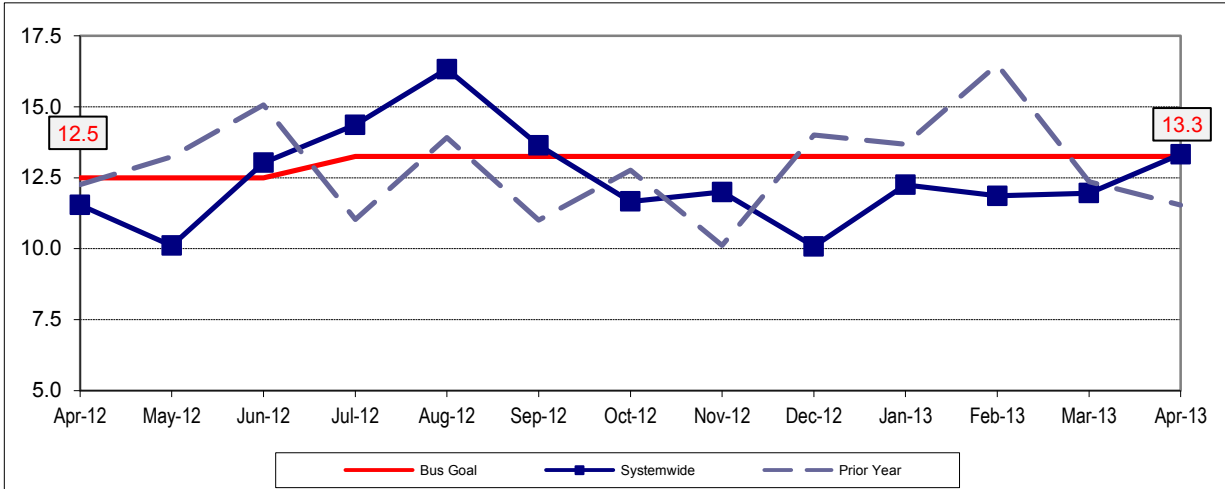
New Workers Compensation Claims per 200,000 Exposure Hours

Definition: Average number of new workers compensation indemnity claims filed per 200,000 exposure hours. Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time. This indicator measures safety.

Calculation: New workers' compensation indemnity claims filed per 200,000 Exposure Hours = $\frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

Metro Operations Trend

Data now reflects the current month.



Remaining Below the Goal line is the target.

NEW CLAIMS PER 200,000 EXPOSURE HOURS - MONTH BY BUS DIVISION & RAIL

Definition: Average number of new workers compensation indemnity claims filed per 200,000 exposure hours. Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time. This indicator measures safety.

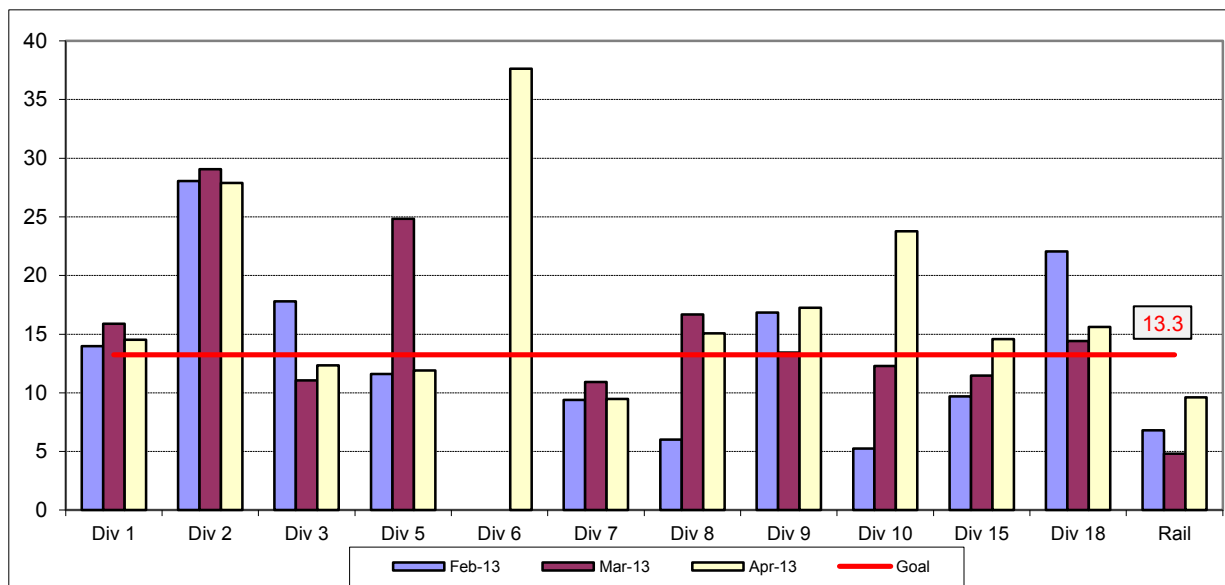
Calculation: New workers' compensation indemnity claims filed per 200,000 Exposure Hours = $\frac{\text{New Claims}}{(\text{Exposure Hours}/200,000)}$

Bus & Rail by Division February 2013 - April 2013

Data now reflects the current month.

Remaining Below the Goal line is the target.

Transportation & Maintenance Performance combined.

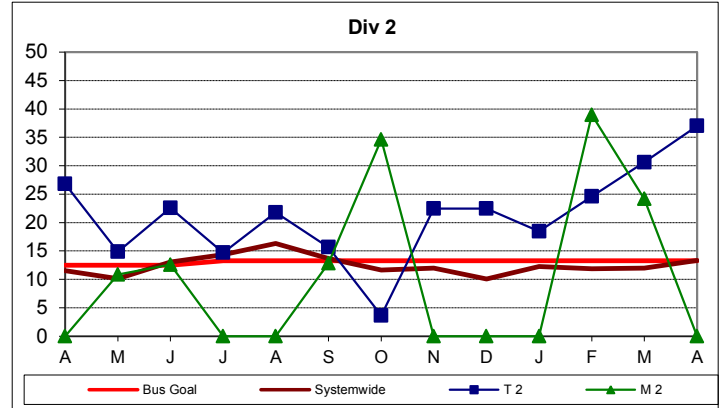
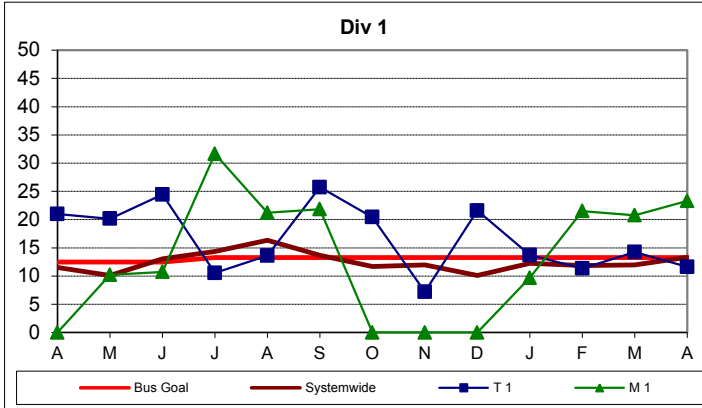


NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS Systemwide and Bus Operating Divisions

Definition: Average number of new Workers Compensation Indemnity claims filed per 200,000 exposure hours. Indemnity – requires an overnight hospital stay or involves more than 3 calendar days of lost time. This indicator measures safety.

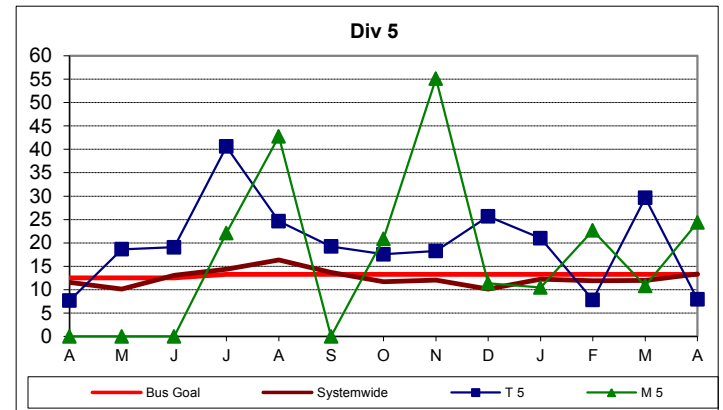
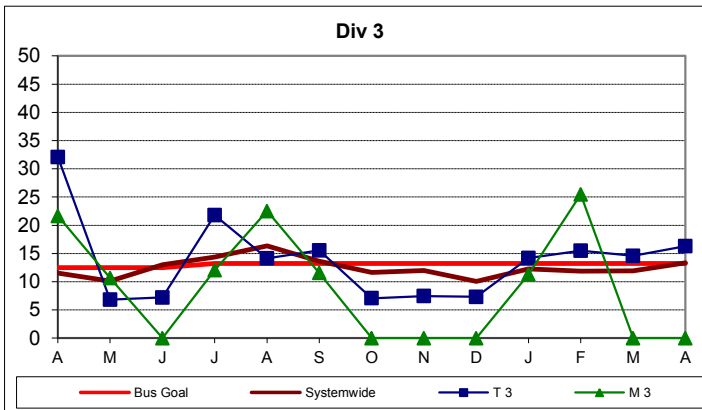
Calculation: New Workers' Compensation Indemnity claims filed per 200,000 Exposure Hours = New Claims/(Exposure Hours/200,000)

W.C. now reflects current month's data. No data lag.



Remaining Below the Goal line is the target.

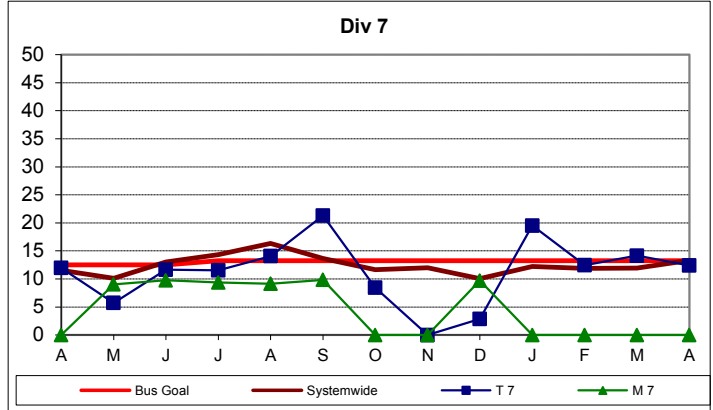
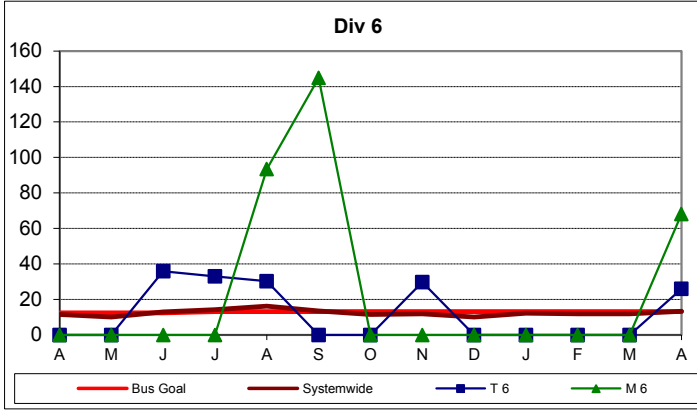
W.C. now reflects current month's data. No data lag.



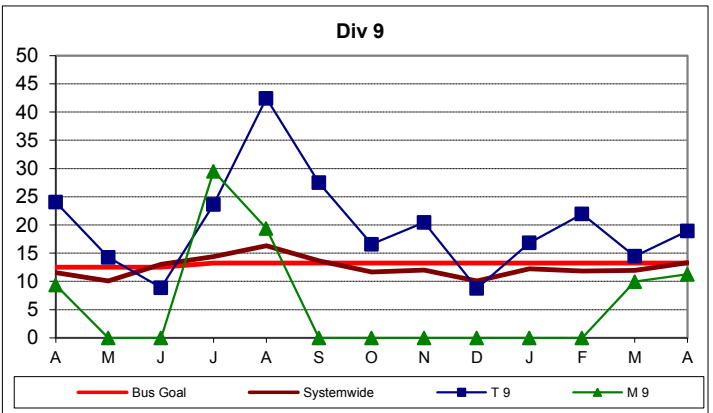
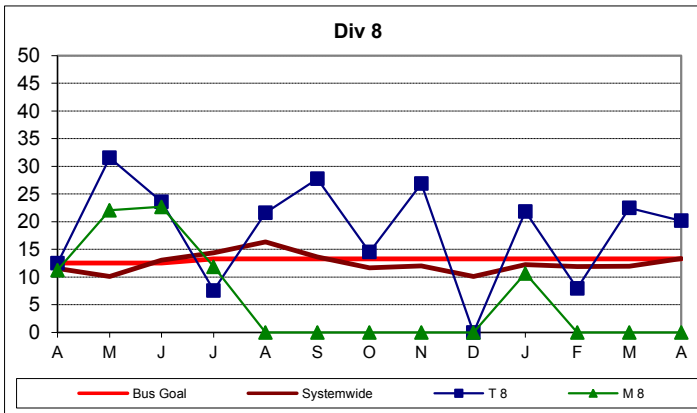
NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS - Continued

Remaining Below the Goal line is the target.

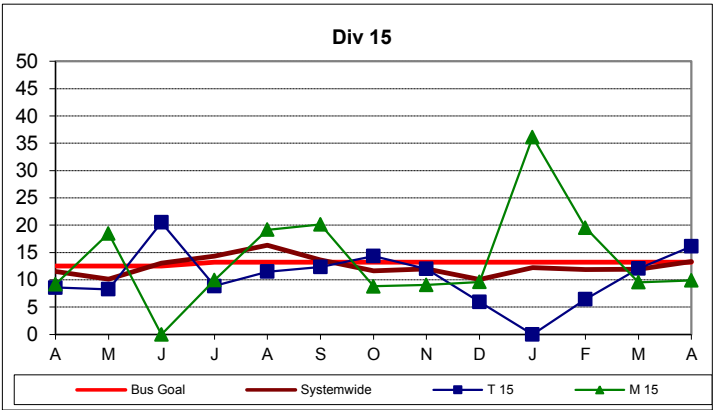
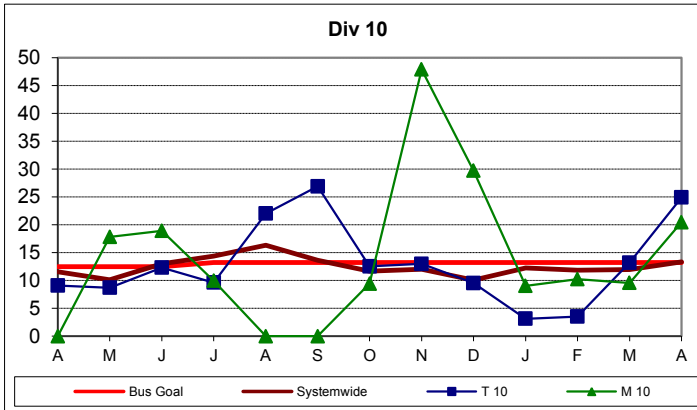
W.C. now reflects current month's data. No data lag.



W.C. now reflects current month's data. No data lag.



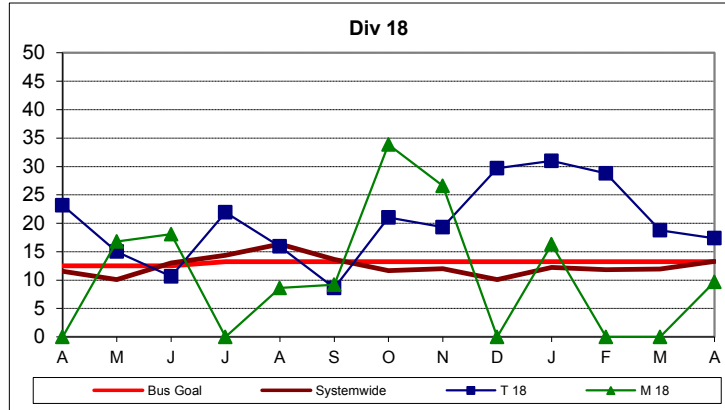
W.C. now reflects current month's data. No data lag.



NEW WORKERS' COMPENSATION INDEMNITY CLAIMS FILED PER 200,000 EXPOSURE HOURS - Continued

Remaining Below the Goal line is the target.

W.C. now reflects current month's data. No data lag.



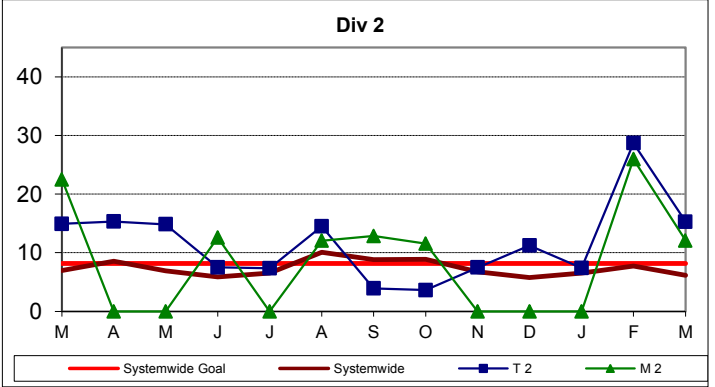
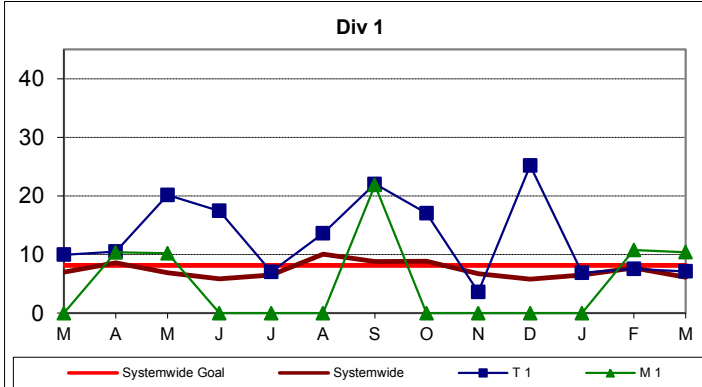
OSHA INJURIES FILED PER 200,000 EXPOSURE HOURS

Systemwide and Bus Operating Divisions

Definition: Work-related injuries and illnesses that result in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid which are filed per 200,000 exposure hours.

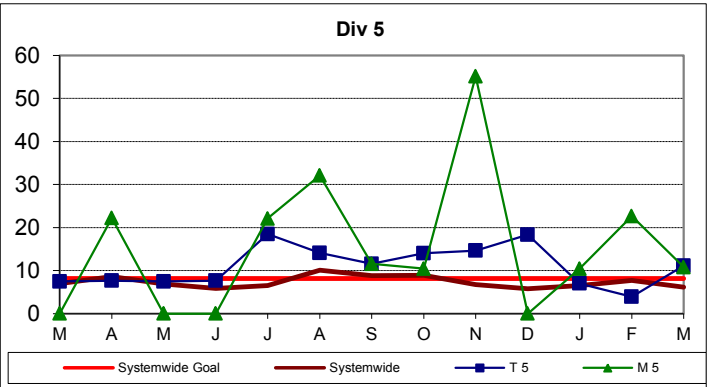
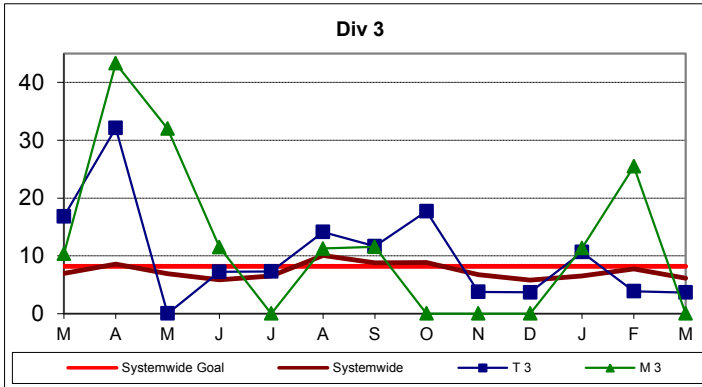
Calculation: New OSHA Injuries filed per 200,000 Exposure Hours = New Injuries / (Exposure Hours/200,000)

One month lag in reporting.

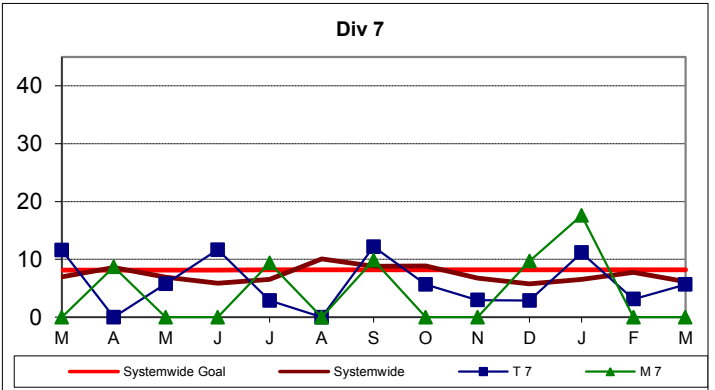
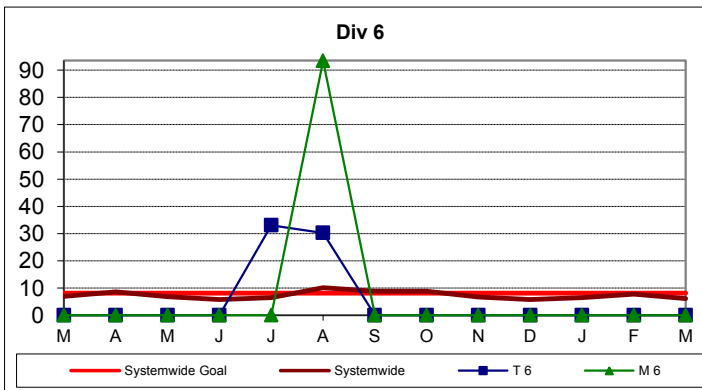


Remaining Below the Goal line is the target.

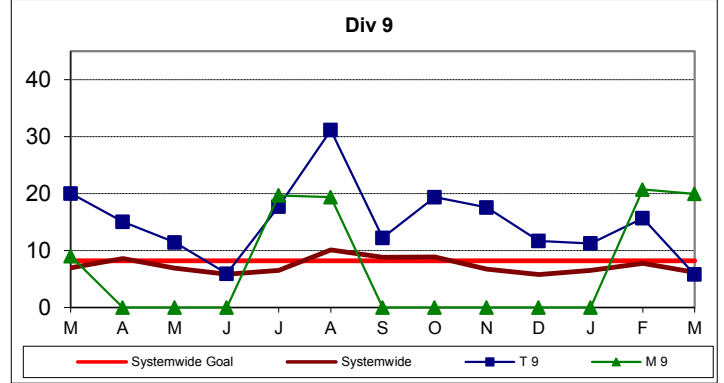
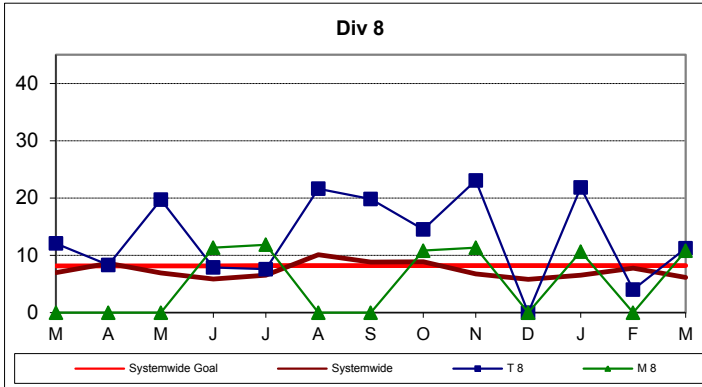
One month lag in reporting.



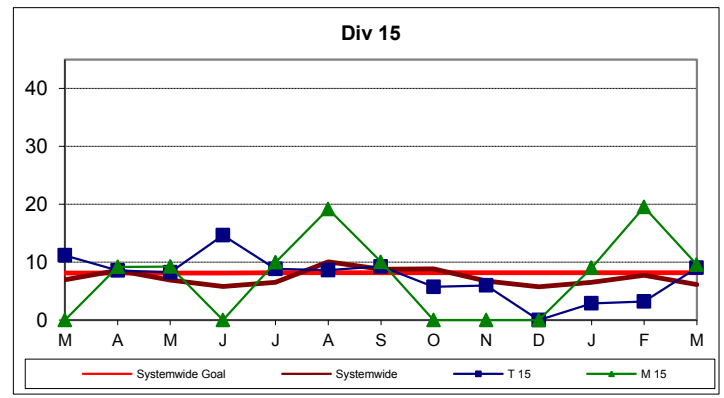
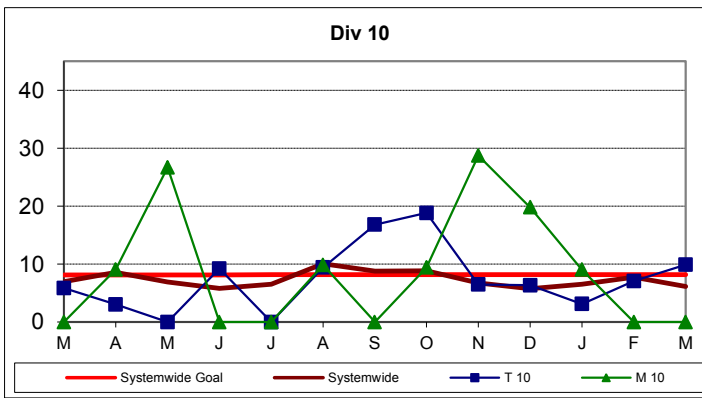
One month lag in reporting.



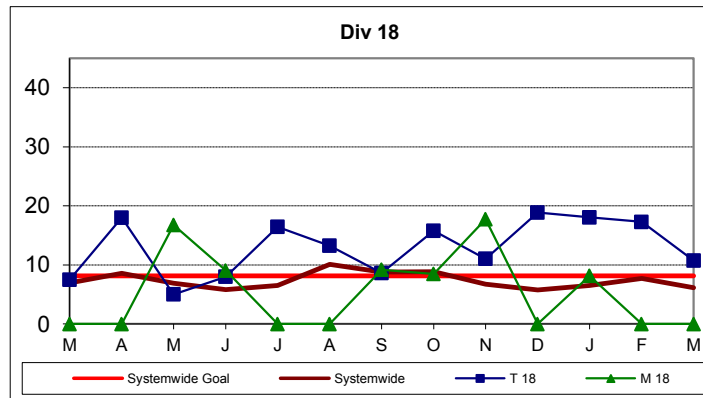
One month lag in reporting.



One month lag in reporting.



One month lag in reporting.



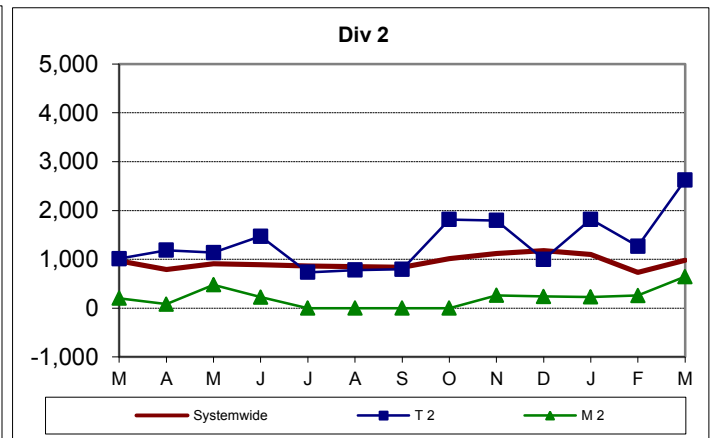
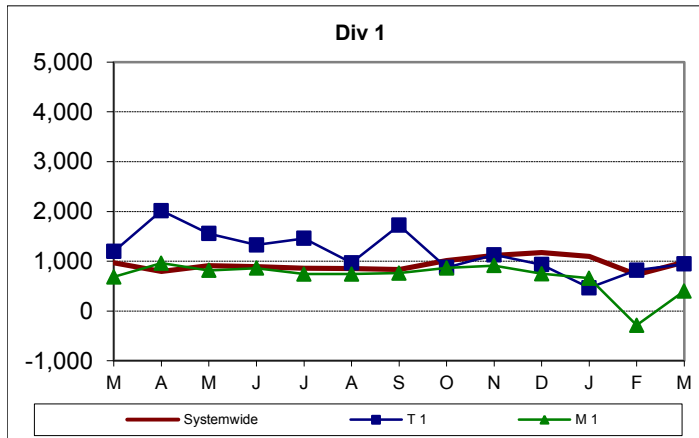
NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS

Systemwide and Bus Operating Divisions

Definition: Number of paid working days lost due to employees workers' compensation injuries each month per 200,000 exposure hours. This indicator measures use of Transitional Duty Program.

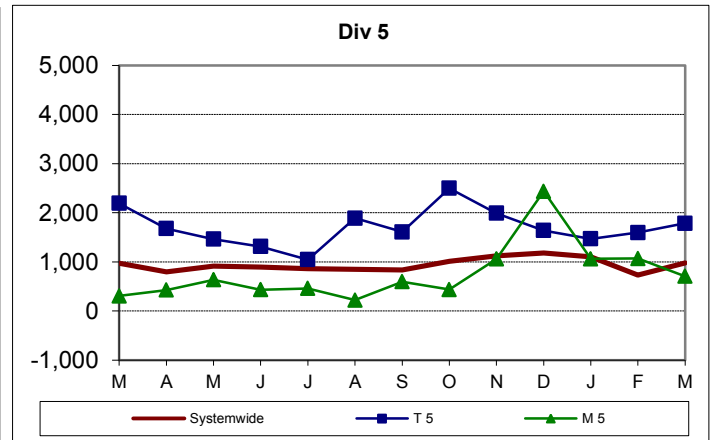
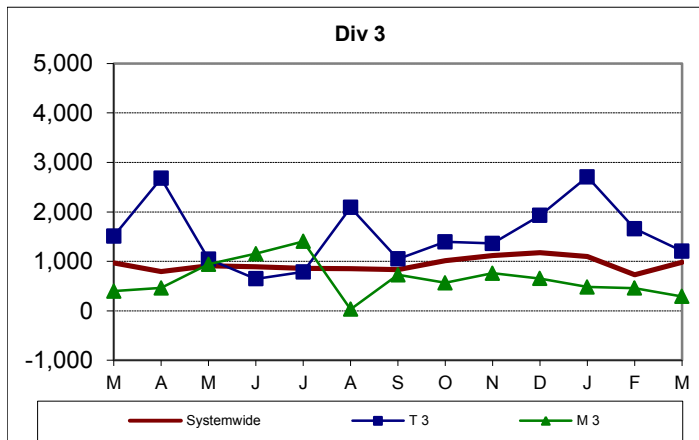
Calculation: $(\text{Total Temporary Disability Benefit Payments} / \text{Estimated TD Benefit Rate}) \times (5/7) / (\text{Number of Exposure Hours} / 200,000)$

One month lag in reporting.



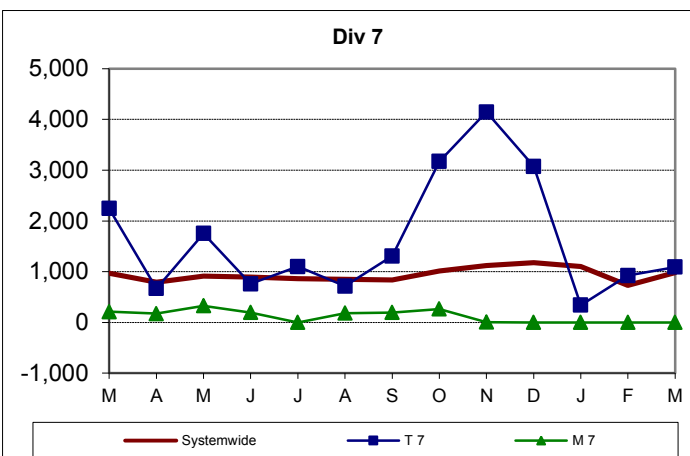
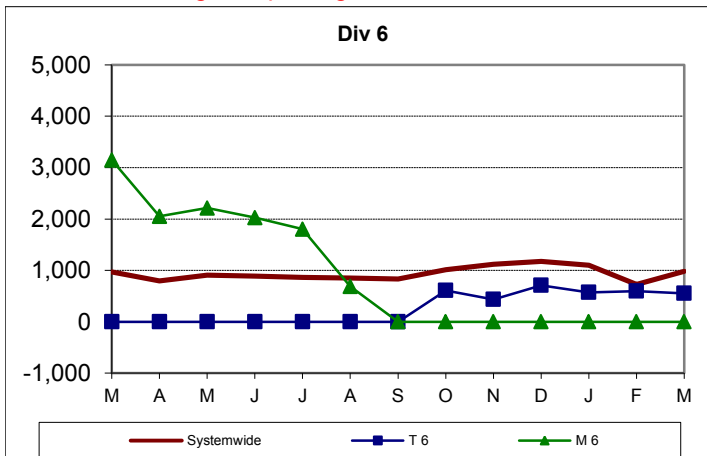
One month lag in reporting.

Lower is better.

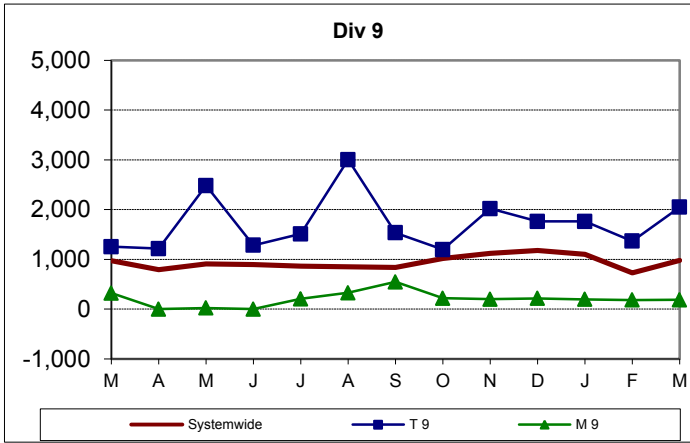
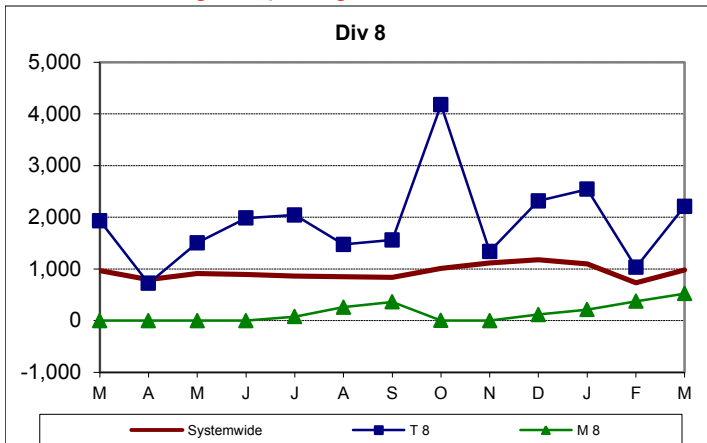


NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS - Continued

One month lag in reporting.

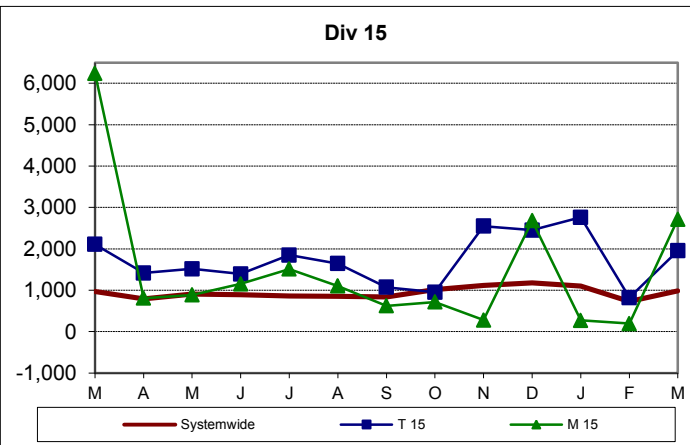
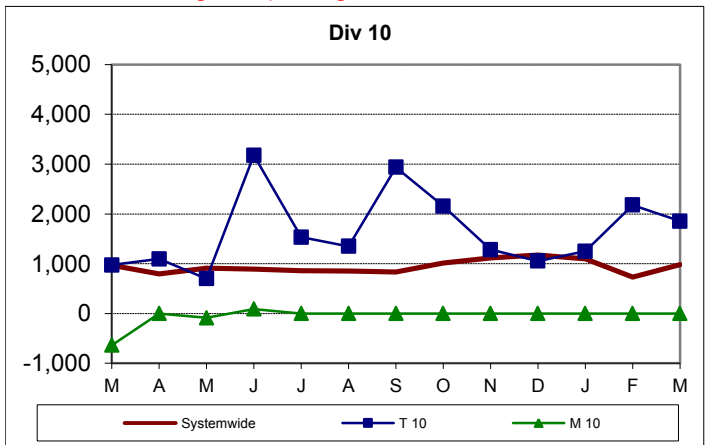


One month lag in reporting.



One month lag in reporting.

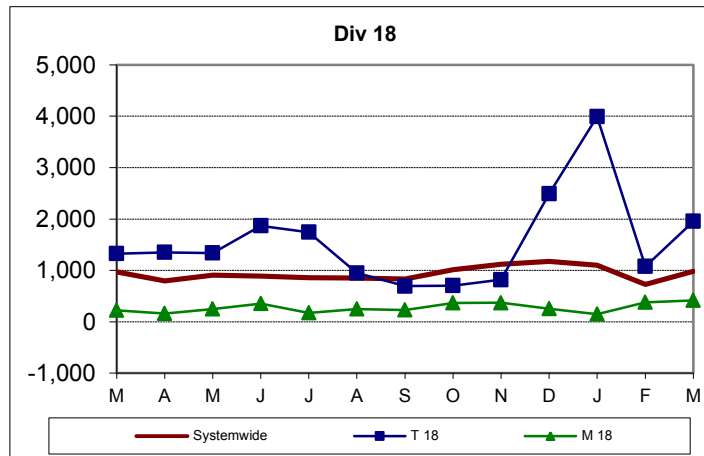
Lower is better.



NUMBER OF LOST WORK DAYS PAID PER 200,000 EXPOSURE HOURS - Continued

One month lag in reporting.

Lower is better.



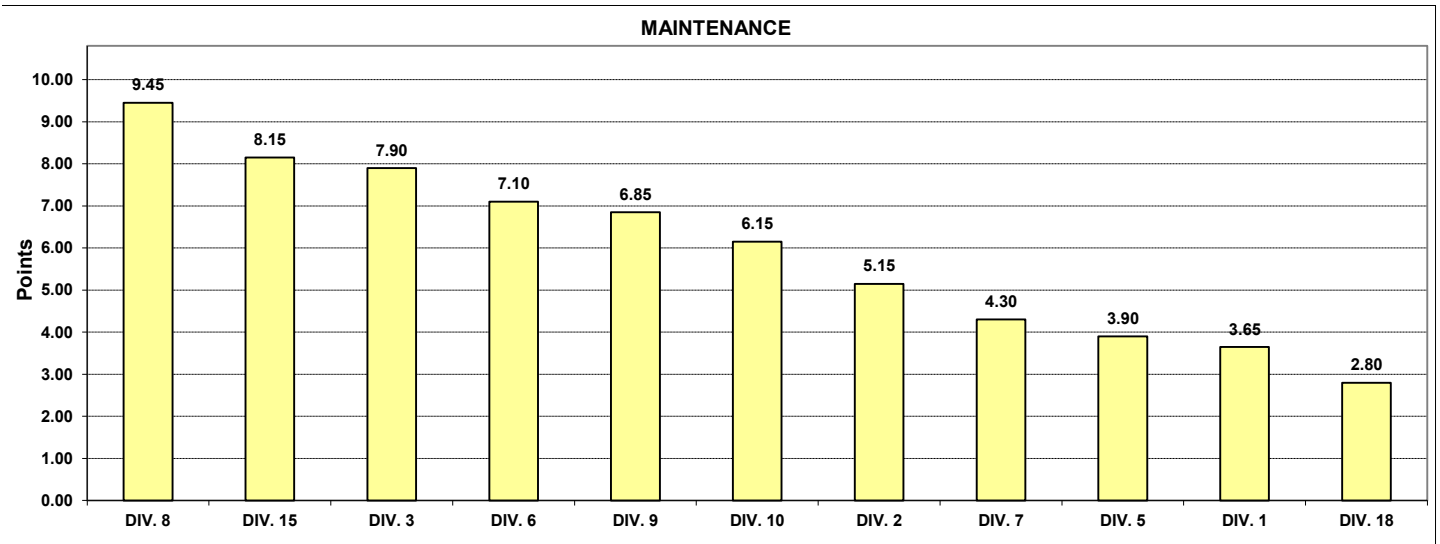
"HOW YOU DOIN'?" PERFORMANCE INCENTIVE PROGRAM

**Monthly Calculations - April 2013
Metro Bus - Maintenance**

Definition: A performance awareness program designed to increase productivity and efficiency.

Calculation: Performances by Division are ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance indicator and then summed. Summed values are sorted from high to low and the Division with the highest score wins the program award for the month.

| Maintenance | | | | | | | | | | | | |
|--------------------------------|--------------|--|----------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|
| | Weight | Div 1 | Div 2 | Div 3 | Div 5 | Div 6 | Div 7 | Div 8 | Div 9 | Div 10 | Div 15 | Div 18 |
| In-Service On-Time Performance | 10% | 79.4% | 74.8% | 75.1% | 76.3% | 76.9% | 71.6% | 81.3% | 75.9% | 71.8% | 77.5% | 75.0% |
| Points | | 10 | 3 | 5 | 7 | 8 | 1 | 11 | 6 | 2 | 9 | 4 |
| Miles Between Total Road Calls | 30% | 2128.8 | 1962.9 | 2726.9 | 2398.7 | 3340.3 | 2218.9 | 5929.6 | 3815.8 | 2415.9 | 3103.0 | 2265.5 |
| Points | | 2 | 1 | 7 | 5 | 9 | 3 | 11 | 10 | 6 | 8 | 4 |
| Past Due PMPs | 25% | 0.077 | 0.003 | 0.000 | 0.229 | 0.090 | 0.023 | 0.032 | 0.122 | 0.004 | 0.017 | 0.237 |
| Points | | 5 | 10 | 11 | 2 | 4 | 7 | 6 | 3 | 9 | 8 | 1 |
| Bus Cleanliness | 25% | 8.18 | 8.31 | 8.69 | 8.25 | 8.98 | 8.21 | 9.18 | 8.86 | 8.39 | 8.89 | 8.17 |
| Points | | 2 | 5 | 7 | 4 | 10 | 3 | 11 | 8 | 6 | 9 | 1 |
| New WC Claims /200,000 Exp Hrs | 10% | 23.32 | 0.00 | 0.00 | 24.35 | 68.17 | 0.00 | 0.00 | 11.25 | 20.46 | 9.87 | 9.70 |
| Points | | 3 | 8 | 8 | 2 | 1 | 8 | 8 | 5 | 4 | 6 | 7 |
| Totals | | 3.65 | 5.15 | 7.90 | 3.90 | 7.10 | 4.30 | 9.45 | 6.85 | 6.15 | 8.15 | 2.80 |
| FINAL RANKING | | | | | | | | | | | | |
| | | Maintenance Division Ranking (Sorted) | | | | | | | | | | |
| | DIV. | DIV. 8 | DIV. 15 | DIV. 3 | DIV. 6 | DIV. 9 | DIV. 10 | DIV. 2 | DIV. 7 | DIV. 5 | DIV. 1 | DIV. 18 |
| | Score | 9.45 | 8.15 | 7.90 | 7.10 | 6.85 | 6.15 | 5.15 | 4.30 | 3.90 | 3.65 | 2.80 |
| | Rank | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th | 11th |



**Monthly Calculations - April 2013
Metro Bus - Transportation**

Definition: A performance awareness program designed to increase productivity and efficiency.

Calculation: Performance by Division are ranked from best to worst. A score of 1 to 11 is assigned, with 11 being the best and 1 being the worst. Each score for each performance indicator is then multiplied by the weight assigned to the particular performance indicator and then summed. Summed values are sorted from high to low and the Division with the highest score wins the program award for the month.

| Transportation * | | | | | | | | | | | | |
|--------------------------------|--------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|
| | Weight | Div 1 | Div 2 | Div 3 | Div 5 | Div 6 | Div 7 | Div 8 | Div 9 | Div 10 | Div 15 | Div 18 |
| In-Service On-Time Performance | 20% | 0.794 | 0.748 | 0.751 | 0.763 | 0.769 | 0.716 | 0.813 | 0.759 | 0.718 | 0.775 | 0.750 |
| Points | | 10 | 3 | 5 | 7 | 8 | 1 | 11 | 6 | 2 | 9 | 4 |
| Accident Rate | 35% | 3.12 | 5.97 | 4.17 | 3.07 | 7.23 | 4.40 | 2.21 | 2.44 | 6.26 | 3.38 | 4.01 |
| Points | | 8 | 3 | 5 | 9 | 1 | 4 | 11 | 10 | 2 | 7 | 6 |
| Complaints/100K Boardings | 35% | 2.19 | 2.03 | 3.86 | 3.03 | 2.03 | 3.05 | 3.61 | 4.16 | 2.38 | 2.83 | 3.09 |
| Points | | 9 | 10 | 2 | 6 | 11 | 5 | 3 | 1 | 8 | 7 | 4 |
| New WC Claims /200,000 Exp Hrs | 10% | 11.60 | 37.01 | 16.30 | 7.89 | 25.98 | 12.38 | 20.17 | 18.93 | 24.91 | 16.10 | 17.38 |
| Points | | 10 | 1 | 7 | 11 | 2 | 9 | 4 | 5 | 3 | 8 | 6 |
| Totals | | 8.95 | 5.25 | 4.15 | 7.75 | 6.00 | 4.25 | 7.50 | 5.55 | 4.20 | 7.50 | 4.90 |
| FINAL RANKING | | | | | | | | | | | | |
| | DIV. | DIV. 1 | DIV. 5 | DIV. 8 | DIV. 15 | DIV. 6 | DIV. 9 | DIV. 2 | DIV. 18 | DIV. 7 | DIV. 10 | DIV. 3 |
| | Score | 8.95 | 7.75 | 7.50 | 7.50 | 6.00 | 5.55 | 5.25 | 4.90 | 4.25 | 4.20 | 4.15 |
| | Rank | 1st | 2nd | 3rd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th |

* Please Note: The Transportation HYD ranking categories and weighting have been modified effective January 2013.

